

no

COASTAL ELEMENT



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City of
Huntington Beach
august 1980



CITY OF HUNTINGTON BEACH

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COASTAL ELEMENT



HUNTINGTON BEACH GENERAL PLAN

James W. Palin, Director

Department of Development Services

City of
Huntington Beach



august 1980

This publication was prepared with financial assistance from the U. S. Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, as amended, and from the California Coastal Commission under the provisions of the Coastal Act of 1976.



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RESOLUTION NO. 5147

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HUNTINGTON BEACH REVISING THE COASTAL ELEMENT
OF THE GENERAL PLAN

WHEREAS, the City Council of the City of Huntington Beach desires to update and refine the Coastal Element of the General Plan to meet the needs of the community better; and

A public hearing on the proposed changes and additions to the element was held and a report on those changes and additions was prepared by the Planning Commission,

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby approves the changes and additions to the Coastal Element listed in the Planning Commission's report, attached hereto and by this reference made a part hereof.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the 2d day of August, 1982.

Robert P. Mandin Jr.
Mayor

ATTEST:

APPROVED AS TO FORM:

Alvin B. Wentworth
City Clerk

Gail Hutton
City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

Charles A. Johnson
City Administrator

James E. Felt
Director of Development
Services

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular _____ meeting thereof held on the 2nd day of August, 19 82, by the following vote:

AYES: Councilmen:

Pattinson, MacAllister, Mandic, Kelly

NOES: Councilmen:

Finley, Bailey

ABSENT: Councilmen:

Thomas

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

The foregoing instrument is a correct
copy of the original on file in this office.

Attest August 13 1982
Alicia M. Wentworth

City Clerk and Ex-officio Clerk of the City
Council of the City of Huntington Beach,
California.

By Jo Smith Deputy

CHANGES TO THE HUNTINGTON BEACH COASTAL ELEMENT
ADOPTED BY CITY COUNCIL ON JUNE 29, 1981

Section 2 divider, "Definitions"

Add the following definition:

CONCESSION STAND

A small-scale, one-story structure used for sales of refreshments and beach-related sundries.

Pg. 110, 5th paragraph, "High Density"

Delete the following sentence:

"The adoption of a new zoning district or specific plan would be necessary to allow residential development in excess of 35 units per acre."

Pg. 133, add at end of paragraph 5

The least tern nesting site on Huntington State Beach is designated "Conservation".

Pg. 133, add at end of paragraph 6

New buildings on the pier shall not exceed 35 feet in height measured from the surface of the pier. Public access shall be required around the entire perimeter of the pier.

Pg. 143, Policy 8f

Changes as follows:

Limit diking, dredging, and filling of coastal waters, wetlands, and estuaries to the specific activities outlined in Section 30233 and 30607.1 of the Coastal Act and to those activities required for the restoration, maintenance, and/or repair of the Municipal Pier; conduct any diking, dredging, and filling activities in a manner that is consistent with Section 30233 and 30607.1 of the Coastal Act.

Pg. 144, Add Policy 9e

Prohibit all uses within the Least Tern nesting site on Huntington State Beach except those related to habitat restoration.

Pg. 146, Policy 12b

Change as follows:

As part of the ~~existing environmental review~~ permit process, require the mitigation of adverse impacts from new technologies employed in electricity generation to the maximum extent feasible.

Pg. 146, Policy 12c

Change as follows:

Encourage unitization and consolidation of existing oil operations and require the consolidation of new or expanded operations in accordance with policy 13a to the maximum extent feasible and legally permissible when such activities (1) reduce the area used for oil facilities, (2) are not more environmentally disruptive than existing arrangements and (3) do not jeopardize public health, safety or welfare.

Pg. 147, Policy 12d

Change as follows:

Utilize the ~~1401(b)(1)~~ oil suffixes to ensure that coastal dependent energy extraction is accommodated in areas designated other than "resource production," except for ~~"conservation"~~ environmentally sensitive habitat areas.

Pg. 149, Policy 13g

Change as follows:

As part of the ~~existing/environmental/review~~ permit process, require that a survey be conducted along the route of any new pipeline in the coastal zone to determine what, if any, coastal resources may be impacted by construction and operation of pipeline.

Pg. 149, Policy 13h

Change as follows:

~~Encourage~~ Require the routes of new pipelines and transmission lines to avoid important coastal resources, including recreation areas and sensitive habitats, to the maximum extent feasible; pipelines which cannot be routed to avoid such areas ~~should~~ shall be constructed and maintained in ways that minimize the impacts from spills or leaks to the maximum extent feasible; appropriate cleanup and spill prevention measures ~~should~~ shall be included in a spill contingency plan.

Pg. 149, Policy 13i

Change as follows:

~~Consider/requiring~~ Require automatic shutoff valves to isolate segments of pipelines carrying hazardous liquids ~~(except/gas/lines)~~ passing through important coastal resource areas, including recreation, sensitive habitat and archaeological areas.

Pg. 149, Policy 13j

Change as follows:

As part of the ~~existing/environmentally/review~~ permit process, require the mitigation of erosion in the siting and construction of new pipelines.

Pg. 149, Policy 13l

Change as follows:

Encourage new ~~pipeline/or~~ transmission line corridors to be consolidated with existing ~~pipeline/or~~ electrical transmission corridors, where feasible, unless there are overriding technical constraints or significant social, aesthetic, environmental or economic concerns.

Pg. 149, Add Policy 13m

Require new pipelines including offshore to onshore lines to be consolidated in existing pipeline corridors, where feasible, unless there are overriding technical constraints or significant social, aesthetic, environmental or economic concerns.

Pg. 149, Policy 13n

Change as follows:

As part of the ~~existing/environmental/review~~ permit process, require mitigation measures to repair scarring, grading or other vegetative removal resulting from transmission line or pipeline installation or maintenance through methods including but not limited to spreading topsoil removed in pipeline trenching over the surface of the construction area; affected areas are to be revegetated with plants similar to those in the area.

Pg. 153, Add Policy 16l

Ensure that adequate parking is provided in all new development in the coastal zone utilizing one or a combination of the following:

- Apply the City's parking standards at a minimum
- Develop parking assessment districts to build off-site parking structures
- Utilize new parking standards specific to the Coastal Zone in conjunction with the development of off-site parking strategies.

Pg. 153, Add Section on Hazards:

10.5.9 HAZARDS

Policy 17

"Incorporate the policies of the City's Seismic-Safety Element as the major component of the L.C.P. addressing hazards in the Coastal zone."

Pg. 153, Change Section numbering in "ADMINISTRATION" as follows:

~~10.5.9~~ 10.5.10

~~17~~ 18.

Pg. 153, Add Policy 16m

Promote the increased capacity of Pacific Coast Highway if necessary to improve circulation and safety in the coastal zone.

This instrument is a correct copy
of the original on file in this office.

Attest June 21 1982

Alicia M. Wentworth

City Clerk and Ex-officio Clerk of the City
Council of the City of Huntington Beach, Cal.

By: Conne Brochway Deputy

RESOLUTION NO. 5147

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
HUNTINGTON BEACH REVISING THE COASTAL ELEMENT
OF THE GENERAL PLAN

WHEREAS, the City Council of the City of Huntington Beach desires to update and refine the Coastal Element of the General Plan to meet the needs of the community better; and

A public hearing on the proposed changes and additions to the element was held and a report on those changes and additions was prepared by the Planning Commission,

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby approves the changes and additions to the Coastal Element listed in the Planning Commission's report, attached hereto and by this reference made a part hereof.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the 2d day of August, 1982.

Robert P. Mandin Jr.
Mayor

ATTEST:

APPROVED AS TO FORM:

Alvin M. Kentworth
City Clerk

Gail Hutton
City Attorney

REVIEWED AND APPROVED:

INITIATED AND APPROVED:

Charles A. Johnson
City Administrator

James E. Talbot
Director of Development
Services

ACCESS

Page 139 policy 4a

- 4a (1) Require an offer of dedication of an easement in all new development to allow vertical access to the shoreline or to public recreation areas or to public trails and bikeways unless:
- Adequate access exists nearby or is proposed by the land use plan within 1000 feet; or
 - Access at the site would significantly degrade environmentally sensitive habitat areas, or
 - Findings are made, consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or
 - The parcel is too narrow for an adequate privacy buffer separating the accessway from the existing residence and would therefore adversely affect the privacy of the property owner. The following guidelines shall be used in determining adequate privacy buffers: There should be at least 15 feet between the existing residence and the side yard propertyline for an adequate buffer. These exceptions shall not apply to the Pacific Electric right-of-way.

Offers of dedication for vertical access in accordance with policy 4a shall be provided only to sandy beaches and recreation areas and in conjunction with development on vacant parcels, replacement of existing structures or in commercial projects.

- (2) Require an offer for dedication of an easement in all new development to allow lateral access along the shoreline public recreation areas or to public trails and bikeways unless:
- Findings are made consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected, or;
 - Access at the site would significantly degrade environmentally sensitive habitat areas; or
 - The parcel is too narrow for an adequate privacy buffer separating the lateral accessway from an existing residence. The following guideline shall be used in determining adequate privacy buffers: There must be at least 15 feet between an existing residence, patio cover or pool and the shoreline in order to accommodate both an accessway and the privacy buffer. These exceptions shall not apply to the Pacific Electric right-of-way.

An offer of dedication for lateral access in accordance with policy 4a shall be required only in conjunction with new development on vacant parcels and along all sandy beach areas. In existing developed residential areas which do not front a sandy beach area, access will generally only be required where it can be accomplished with the privacy standards established above. Access to the bulkhead areas of Huntington Harbour is generally not appropriate, because in

In visitor-serving commercial development the street level or one-third of the total floor area shall be devoted to visitor-serving commercial uses; however at least 50 percent of the street level shall be visitor-serving commercial.

In the event of a consolidation of a minimum one block area, conditional uses may be located in separate structures or on separate portions of the parcel in the context of a planned development, provided no less than one third of the total floor area permitted is devoted to visitor-serving uses, and provided that substantial public open space and pedestrian access amenities are provided to maintain a predominantly visitor-serving orientation.

Page 98. Figure 9.4

Delete extension of Palm Avenue west of 38th Street (Edwards).

Add to Page 131, paragraph 5. (discussion of City property at Beach and PCH)

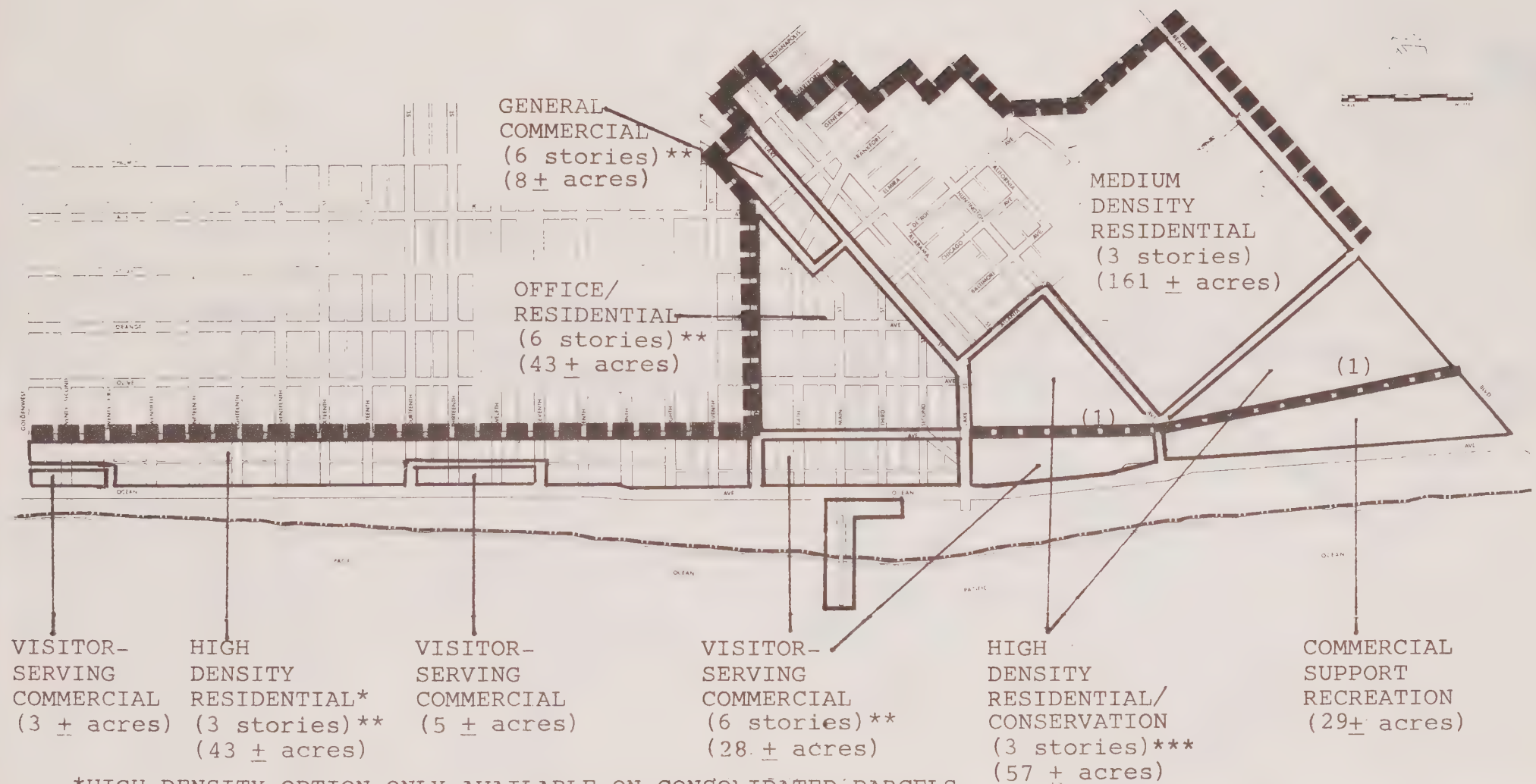
The north portion of this area has been designated Residential/Conservation and the south portion of this area has been designated Commercial/Support Recreation. Development shall be permitted only pursuant to an overall development plan and subject to the following conditions:

A small wetland area has been preliminarily mapped by the Department of Fish and Game on this property. Prior to permitting any development of this parcel, the City will require the submission of topographic, vegetation, and soils information identifying the extent of any wetlands (if such exist). The information shall be prepared by qualified professional, and shall be subject to review by the California Department of Fish and Game. If the wetland is determined by the Department of Fish and Game to be severely degraded pursuant to Sections 30233 and 30411 of the Coastal Act or if it is less than one acre in size, other restoration options may be undertaken, pursuant to the Coastal Commission's "Statewide Interpretive Guidelines for Wetlands and other Wet Environmentally Sensitive Habitat Areas." Conservation easements, dedications or other similar mechanisms shall be required over all wetland areas as a condition of development, to assure permanent protection. Public vehicular traffic shall be prohibited in wetland areas governed by the conservation easement. Specific drainage and erosion control requirements shall be incorporated into the project design to ensure that wetland areas are not adversely affected. No further subdivision of any parcel shall be permitted which would have the effect of dividing off environmentally sensitive habitat from other portions of such parcels for which urban uses are permitted in the LUP until such time as the permanent protection of the wetland, if any, is assured.

Page 128. Modify Figure 10.8 as indicated (see attachment).

Page 128a. Add new page 128a and new Figure 10.8.a setting maximum floor area ratios (intensity limitations); (see attachment).

COASTAL LAND USE PLAN
GOLDENWEST STREET TO BEACH BOULEVARD
(GROSS ACRES)



*HIGH DENSITY OPTION ONLY AVAILABLE ON CONSOLIDATED PARCELS

**SEE PAGE 43 FOR CLARIFICATION OF HEIGHT LIMITS

***MAY BE EXCEEDED WITH REDUCED

(1) Conceptual alignment--precise alignment will be curvilinear

LOT COVERAGE & GREATER SETBACKS

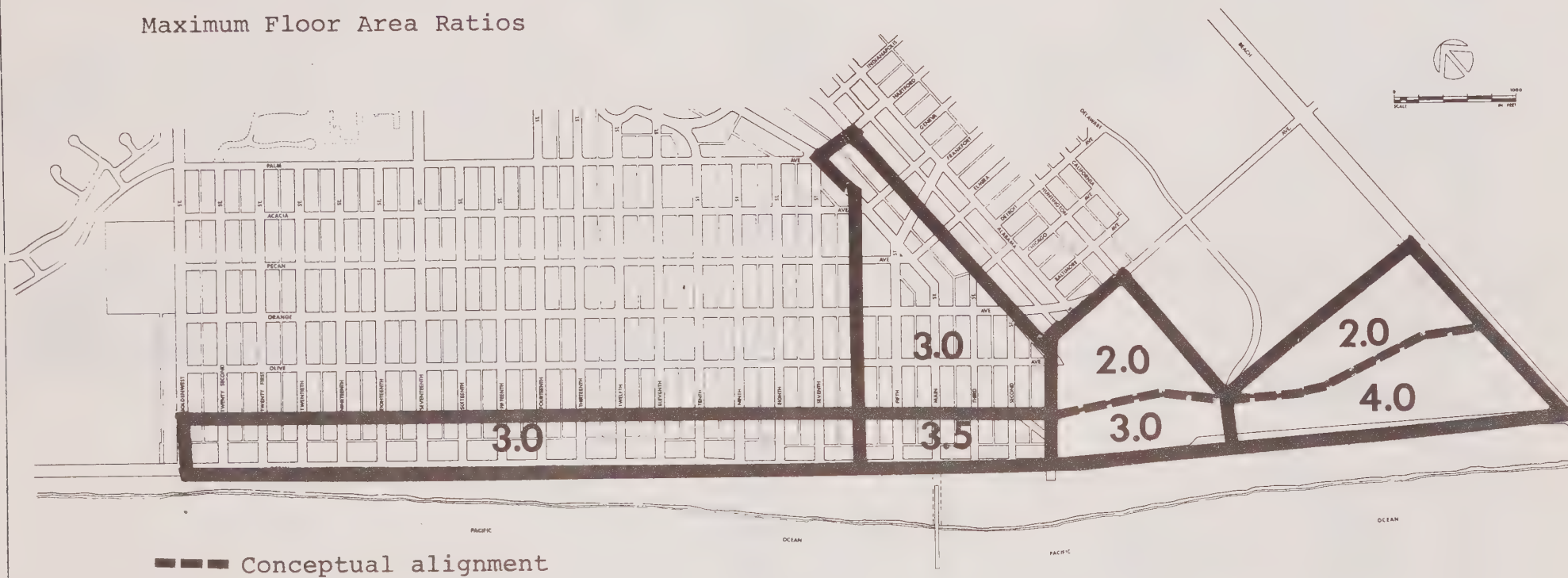
and shall conform with Policy 9e.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Figure 10.8

Maximum Floor Area Ratios



CITY OF HUNTINGTON BEACH



Figure 10.8.a Maximum Floor Area Ratios

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular _____ meeting thereof held on the 2nd day of August, 1982, by the following vote:

AYES: Councilmen:

Pattinson, MacAllister, Mandic, Kelly

NOES: Councilmen:

Finley, Bailey

ABSENT: Councilmen:

Thomas

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

The foregoing instrument is a correct
copy of the original on file in this office.

Attest August 13 1982

Alicia M. Wentworth

City Clerk and Ex-officio Clerk of the City
Council of the City of Huntington Beach,
California.

By J. Smith Deputy

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular _____ meeting thereof held on the 2nd day of August, 1982, by the following vote:

AYES: Councilmen:

Pattinson, MacAllister, Mandic, Kelly

NOES: Councilmen:

Finley, Bailey

ABSENT: Councilmen:

Thomas

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

The foregoing instrument is a correct
copy of the original on file in this office.

Attest August 13 1982

Alicia M. Wentworth

City Clerk and Ex-officio Clerk of the City
Council of the City of Huntington Beach,
California.

By [Signature] Deputy

RESOLUTION NO. 4954

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HUNTINGTON BEACH ADOPTING THE LOCAL COASTAL PROGRAM IN THE FORM OF THE COASTAL ELEMENT OF THE GENERAL PLAN.

WHEREAS, California Public Resources Code Section 30500 requires all cities lying within the coastal zone to prepare a local coastal program for that portion of the coastal zone within their jurisdiction; and

WHEREAS, said local coastal program must contain a land use plan (California Public Resources Code Section 30108.6) which may be submitted in the form of a coastal element to the general plan (California Public Resources Code Section 30108.5); and

WHEREAS, a coastal element has been prepared in compliance with California Public Resources Code Sections 30000 through 30900 and relevant guidelines adopted by the State of California; and

WHEREAS, pursuant to the State Planning and Zoning Law and the California Coastal Act of 1976, the Huntington Beach Planning Commission and Huntington Beach City Council have had separate public hearings relative to the proposed adoption of the coastal element to the general plan, wherein both bodies have carefully considered all information presented at said hearings, and after due consideration of the findings and recommendations of the Planning Commission, including City Council amendments by changes and additions listed in Attachments 1, 2 and 3, by this reference incorporated herein and made a part hereof, and all evidence presented to said City Council, the City Council finds that such local coastal program is proper, and internally consistent with the general plan;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Huntington Beach hereby approves said coastal element of the general plan.

PASSED AND ADOPTED by the City Council of the City of Huntington Beach at a regular meeting thereof held on the 19th day of January, 1981.

Ruth S. Bailey
Mayor

APPROVED AS TO FORM:

ATTEST:

Alicia M. Thextworth
City Clerk

Devin P. J. J. J.
City Attorney
JH

REVIEWED AND APPROVED:

Frank B. Arguella
City Administrator

INITIATED AND APPROVED AS TO CONTENT: .

James R. Tate
Development Services Director

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss:
CITY OF HUNTINGTON BEACH)

I, ALICIA M. WENTWORTH, the duly elected, qualified City Clerk of the City of Huntington Beach, and ex-officio Clerk of the City Council of said City, do hereby certify that the whole number of members of the City Council of the City of Huntington Beach is seven; that the foregoing resolution was passed and adopted by the affirmative vote of more than a majority of all the members of said City Council at a regular _____ meeting thereof held on the 19th day of January, 1981, by the following vote:

AYES: Councilmen:

Pattinson, Finley, Thomas, Bailey, MacAllister, Mandic, Kelly

NOES: Councilmen:

None

ABSENT: Councilmen:

None

Alicia M. Wentworth

City Clerk and ex-officio Clerk
of the City Council of the City
of Huntington Beach, California

The foregoing instrument is a correct
copy of the original on file in this office.

Attest January 26 1981

Alicia M. Wentworth

City Clerk and Ex-officio Clerk of the City
Council of the City of Huntington Beach,
Cal.

By Jo Smith Deputy

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INTRODUCTION



section 1

DEFINITIONS

CALIFORNIA COASTAL ACT:

State law (California Public Resources Code Division 20) enacted by the Legislature in 1976 establishing policies for coastal protection and development to be implemented through cooperative action by State and local governments.

CALIFORNIA COASTAL COMMISSION:

A 15-member Statewide regulatory body with primary responsibility for implementing the provisions of the California Coastal Act. The Commission will remain in existence after the certification of local plans to hear appeals from permit decisions and to perform other administrative functions.

COASTAL ELEMENT:

That portion of a general plan applicable to the coastal zone prepared by the local government according to the provisions of the Coastal Act.

COASTAL INITIATIVE: (Also known as Proposition 20.)

A ballot initiative enacted into law by the people of California in 1972 to protect natural and scenic resources of the coastal zone for the enjoyment of current and succeeding generations. The initiative was the basis for the Coastal Act of 1976.

COASTAL ZONE:

Land and water area along the coast of California which is subject to the provisions of the Coastal Act. The coastal zone extends inland generally 1,000 yards from the mean high tide line of the sea. In significant coastal resource areas, it extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line, whichever is less. In developed urban areas, the zone generally extends inland less than 1,000 yards. In this element the term "coastal zone" refers only to that portion of the State's coastal zone which lies within the City of Huntington Beach.

LAND USE PLAN:

The relevant portions of this Coastal Element which are sufficiently detailed to indicate the kinds, location and intensity of land uses and the applicable resource protection and development policies.

LOCAL COASTAL PROGRAM (LCP):

A local government's land use plans, zoning ordinances and maps, and implementing actions which, when taken together, meet the requirements and implement the provisions and policies of the Coastal Act at the local level.

LCP CITIZEN ADVISORY COMMITTEE (CAC):

A 17-member citizen committee appointed by the Huntington Beach City Council to: (1) review progress being made by City staff, (2) develop advisory opinions on policy concepts, and (3) review and comment on coastal plan documents.

POLICY:

A collective term describing those parts of a general plan or element that provide direction for private and governmental action, including goals, objectives, policies, recommendations, implementation and diagrams.

PROPOSITION 20:

See Coastal Initiative.

REGIONAL COASTAL COMMISSION:

A regulatory body at the regional level with responsibility to implement the provisions of the Coastal Act. As the act now stands, once all local coastal plans are certified, the regional commissions will cease to function.

1. Introduction

Huntington Beach is a shoreline community. Consequently, a significant portion of the City lies within the "coastal zone" as delineated by the State of California. This zone extends along the ocean's edge for over nine miles between Seal Beach and the Santa Ana River and reaches over a mile inland in some places. In total, about five square miles of land and water (about 17 percent of the total area of the City) is included within the City's coastal zone.

Extraordinarily diverse activities take place within the City's coastal area. The entire shoreline is devoted to public beaches and recreation activities; yet nearby, oil companies have drilled hundreds of wells to extract oil from pools lying underneath the shore. The City's Downtown, built in the early part of this century, faces an 1800-foot Municipal Pier and is surrounded by a mixture of small lot single family homes and apartments, from beach cottages to individually designed houses.

At one end of the coastal zone is Huntington Harbour, a man-made residential marina and the site of attractive commercial centers and residences oriented toward the waterways. At the other end of the coastal zone, a major electrical power plant dominates the surrounding shoreline. Nearby, a large sewage treatment facility processes wastes from throughout the County. These facilities are near undeveloped coastal wetlands which serve as habitats for numerous wildlife species, including the endangered California least tern and Belding's savanna sparrow.

Currently, all new development that takes place in the City's coastal zone is regulated by the California Coastal Commission in accordance with the provisions of the Coastal Act of 1976. A brief history of this Act and its implications for local land use planning are presented in this section.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Vicinity Map

Figure 1.1

1.1 CALIFORNIA COASTAL ACT

In 1972 the people of California passed a Coastal Initiative, "Proposition 20", which recognized the significant value of coastal resources for the local community, the State and the nation. The initiative declared:

"The permanent protection of the remaining natural and scenic resources of the coastal zone is a paramount concern to present and future residents of the State and nation....It is the policy of the State to preserve, protect, and where possible, to restore the resources of the coastal zone for the enjoyment of the current and succeeding generations."

Proposition 20 established one State and six regional Coastal Zone Conservation Commissions which were directed to prepare a plan for the orderly, long-range conservation, use and management of coastal resources. The Commissions were given the authority to regulate new development in the coastal zone while the plan was being written.

The California Coastal Plan, completed by the commissions in 1975, served as the basis for the California Coastal Act of 1976. Through the Coastal Act, the State again acknowledged that the coastal zone is a resource which is important to the State and the nation, and established policies to ensure that greater-than-local interests are considered in the future development of the coast.

However, despite the regional importance of coastal resources, the State legislation declared:

"To achieve maximum responsiveness to local conditions, accountability, and public accessibility, it is necessary to rely heavily on local government and local land use planning procedures and enforcement (in coastal zone management)."

In accordance with this finding, the Coastal Act directs each local government lying in whole or in part within the coastal zone to prepare a Local Coastal Program for its portion of the coastal zone.

1.2 LOCAL COASTAL PROGRAM

A Local Coastal Program (LCP) consists of a land use plan, zoning ordinances, and district maps, and other actions which, when taken together, implement the policies of the Coastal Act at the local level.

Until the LCP's are completed, development in the coastal zone requires permits from the appropriate regional commission (or from the State commission on appeal). After an LCP is completed and found by both the State and regional commissions to be consistent with Coastal Act policies, the development controls exercised by the commissions are returned to the local government.



4.

The Coastal Act allows local governments to prepare their LCP's in three phases:

- Phase I Issue identification and preparation of a work program.
- Phase II Preparation of a land use plan.
- Phase III Development of zoning ordinances and other devices necessary to implement the plan.

This document presents the land use plan in the form of a Coastal Element and represents the completion of Phase II of the Huntington Beach LCP.

1.3 HUNTINGTON BEACH COASTAL ELEMENT

In order to meet Coastal Act requirements, the City's Coastal Element includes information sufficiently detailed to indicate the kinds, location and intensity of land uses and applicable resource protection and development policies.

The Coastal Element designates different categories of land uses which will be permitted within the coastal zone and specifies the areas where each land use is appropriate. The land use map, categories and additional policies together constitute the Coastal Element, which is intended to reflect local conditions and needs while meeting the Coastal Act policies and requirements.

1.3.1 Coastal Planning Efforts

This Coastal Element culminates a two-year effort by the City of Huntington Beach Department of Development Services.

In July, 1977, City staff began Phase I of the LCP by identifying those parts of the Coastal Act most relevant to the resources in the Huntington Beach coastal zone. A detailed work program was developed, outlining the background studies and other steps necessary for preparing the Coastal Element. The Coastal Commission approved the work program with some modifications, and provided funds for Phase II, which began in January, 1978.

The staff conducted detailed studies of eight subject areas especially relevant to the City's coastal resources: shoreline access; recreational boating; visual resources; water and marine resources; diking, dredging, filling and shoreline structures, environmentally sensitive habitats; energy facilities, and housing. The findings and recommendations of these studies are reported in a series of background reports, available through the Department of Development Services.

In addition, staff studied several other relevant issue areas incorporating findings directly into the Coastal Element. These issues included recreation and visitor-serving facilities, community facilities, and land use studies for the Seacliff, Downtown and Lake-to-Newland portions of the coastal zone.

Citizen Participation

The Coastal Act declares:

"....the public has a right to fully participate in decisions affecting coastal planning, conservation and development, that achievement of sound coastal conservation and development is dependent upon public understanding and support, and that the continued planning and implementation of programs for coastal conservation and development should include the widest opportunity for public participation."

The focus of the City's public participation effort was the Citizen's Advisory Committee (CAC), consisting of 17 members appointed by City Council. Nine members were representatives of groups or organizations with special interest in coastal zone issues, for example, the Western Oil and Gas Association and the Amigos de Bolsa Chica. The additional eight members represented the public at large. These members were chosen from a number of City residents who applied to the City Council to serve on the Committee. The Committee met approximately twice monthly from November, 1978 to September, 1980. Committee members reviewed and commented on the technical papers, the land use designations and map, and other aspects of the Coastal Element. The CAC meetings also provided a forum for other concerned citizens to express their viewpoints; hundreds of people attended and spoke at CAC meetings.

The City also prepared newsletters which summarized the coastal planning efforts and encouraged public input. The mailing list for these letters and other correspondence included approximately 500 organizations and interested individuals.

The City also sponsored several other informational meetings, to which the public was invited, concerning particularly complex issues such as environmentally sensitive habitats and public works.

Besides these formal avenues for input, the City encouraged informal participation through letters, personal contacts and telephone calls. Numerous staff hours were devoted to discussing coastal issues with concerned citizens and recording citizen input.

Intergovernmental Coordination

In addition to technical studies and public input, the staff has also gathered important data from other government agencies. In many areas, such as energy and environmentally sensitive habitats, numerous State and federal bureaus hold considerable planning and regulatory power. Many of these agency functions are discussed further in later sections. The Coastal Element policies are intended to support and complement the efforts of these agencies.

In summary, this Coastal Element represents a substantial planning effort which includes comprehensive technical studies, widespread citizen participation and intergovernmental coordination.

1.3.2 Relationship of the Coastal Element to Other General Plan Elements

The California Government Code requires that general plans contain an integrated, internally consistent set of policies. Nearly all of the mandatory elements of the City's General Plan relate to or deal with coastal issues and policies. The Coastal Element, furthermore, proposes new policies and priorities. For these reasons, all elements have been reviewed to ensure that internal consistency is maintained. The following examines the relationship of the Coastal Element and its policies to the other seven elements of the Huntington Beach General Plan.

Land Use

The Land Use Element of the General Plan establishes the location, types, intensity and distribution of land uses throughout the entire City, including the area delineated as the coastal zone. Where designations or policies contained in the Land Use Element conflict with the Coastal Element, the former plan will be amended to ensure consistency.

Circulation

Access to the scenic and recreation opportunities contained in the coastal zone is an issue of great importance. The circulation system in and surrounding the coastal zone is the major means of providing this access. The overall goal of the Circulation Element is to provide a multi-modal transportation system that ensures the safe and efficient movement of people and goods. This goal and the policies contained in the Circulation Element are consistent with those contained in the Coastal Element. Policies in the Coastal Element further emphasize the need to accommodate heavy levels of primarily recreation traffic in a manner that minimizes adverse impacts on coastal resources and the local community.

Open Space and Conservation

Policies contained in the Open Space and Conservation Element call for the preservation and protection of the City's natural environment through the conservation of significant open areas, acquisition of land for recreation and parks and restrictions on development in hazardous and resource production areas. The Coastal Element is consistent with these policies and provides additional protection for significant coastal resources including environmentally sensitive habitats.

Seismic Safety

The Seismic Safety Element identifies geologic, flood and fire hazards in the City and contains policies designed to reduce the degree of risk from these hazards to acceptable levels. The coastal zone contains areas of geotechnical risk - including active faults, liquefaction potential and flood hazards. The Coastal Element notes that hazard abatement policies and special construction techniques that apply to the City as a whole are equally important in the coastal zone in order to provide an acceptable level of public safety.

Scenic Highways

The intent of the Scenic Highways Element is to establish and maintain visual resources along appropriate transportation routes. More generally, the Coastal Element is concerned with maintaining and enhancing all visual resources in the coastal zone. The Coastal Element recognizes that the implementation of the programs in the Scenic Highways Element will enhance visual resources in the coastal zone and contains specific policies to pursue the establishment of Pacific Coast Highway as a State Scenic Highway.

Noise

In the interests of protecting the public health, safety and welfare, the Noise Element sets forth a program designed to reduce community noise exposure. Major sources of noise in the coastal zone include Pacific Coast Highway, other arterials, and oil pumping operations. The policies contained in the Noise Element further the objectives of the Coastal Element.

Housing

The City's Housing Element was adopted in late 1979 and was approved by the State Department of Housing and Community Development, which found that the Element met the most recent State guidelines. The Coastal Act specifically requires that new housing in the coastal zone be in conformity with the local Housing Element. However, the Housing Element does not automatically meet all the requirements of the Coastal Act. Thus, more specific policies related to the provision of low and moderate income housing opportunities within the coastal zone have been included in this plan, while the Housing Element policies have been incorporated by reference.

1.3.3 Coastal Element Organization

This introductory section has described the origins and purpose of the City's coastal planning efforts. The next eight sections discuss the most important issue areas in the Huntington Beach coastal zone: recreation and shoreline access; visitor-serving facilities; visual resources; water and marine resources/diking, dredging, filling and shoreline structures; environmentally sensitive habitats; energy; housing; and community facilities.

Each of these sections begins with excerpts of applicable Coastal Act policies. A background subsection follows which inventories the coastal resources found in the Huntington Beach coastal zone and discusses the importance of these resources to the local community, the State and the nation. An analysis subsection then identifies the issues related to the protection and enhancement of coastal resources in Huntington Beach and presents the City's approach toward resolving these issues. Each section ends with a conclusion that summarizes objectives the Coastal Element intends to accomplish through its map and policies.

Following discussion of these coastal issues, Section 10 presents a land use plan, a description of land use designations and additional resource protection and development policies which form the basis for implementation of the plan. The final section of the Coastal Element discusses the process for approving and implementing the element.

RECREATION and SHORELINE ACCESS



section 2

DEFINITIONS

ACCESS:

Permission, liberty or ability to enter, approach or make use of a place or facility.

BERTH:

To anchor or tie up boats.

BULKHEAD:

A retaining wall along a waterfront; a wall or embankment for holding back earth to create water channels.

CALIFORNIA LEAST TERN:

An endangered bird species which is native to the coast of Southern California.

DRY STORAGE:

Storage of boats on land either at place of residence or in specially designated areas.

EASEMENT:

Right created by an express or implied agreement to make lawful and beneficial use of the land, water or air space of another owner.

GREENBELT:

Area designated for open space or parks, where urban development is prohibited.

IMPEDE:

Obstruct or block by obstacles.

MARINA:

A dock or basin providing secure moorings for motorboats and yachts and often offering supply, repair and other facilities.

STRUCTURAL SURVEY:

An investigation by a qualified engineer of a structure's ability to withstand certain physical factors such as an earthquake.

TERRESTRIAL:

Having to do with the land or earth, as opposed to air or water.

WET STORAGE:

Storage of boats in the water, usually in a boat slip at a marina.

COASTAL ACT POLICY

30220. Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

30224. Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

30210. In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211. Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212. Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, (2) adequate access exists nearby, or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Sections 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30213. Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

30252. The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.

2. Recreation and Shoreline Access

2.1 BACKGROUND

Sand, sun, sea and cool ocean breezes attract millions of people each year to the City's nine miles of public beaches. Here they find opportunity to pursue a variety of recreational activities including swimming, surfing, fishing, sailing, power boating, scuba diving, sun bathing, jogging, bicycling, golfing and other sports.

Particularly during the summer season, these recreation areas provide a haven from heat and smog and attract thousands of visitors each day from inland communities and adjacent counties. As the Orange County region continues to develop and as transportation costs continue to rise, the availability of recreation areas located close to urban populations will most likely become increasingly important.

2.1.1 Regional and Local Issues in Recreation Planning

While the City's recreation facilities serve the greater-than-local community, they can also impose significant costs to the area in which they are located. Travelers to and from recreation areas generate significant traffic volumes which must be accommodated by the local circulation system. In some instances, particularly on summer weekends, the volume of recreational traffic is so great that existing arterial capacities are exceeded. Maintenance of and improvements to the circulation system to accommodate recreational traffic, including the provision of adequate parking, can be costly. Other local services are also impacted, including police, fire, water and sewer facilities.

One of the areas most sensitive to impacts from recreation is the City's Downtown. There is potential conflict between provision of support facilities for the large number of visitors to the coast and maintenance of local uses with a minimum of traffic, noise and other impacts. The extent to which the character of the coastal zone will change to accommodate visitors is an issue of great concern. The coastal plan attempts to resolve this issue in a manner that fulfills the intent of the Coastal Act and at the same time is acceptable to the majority of city residents.

2.1.2 Existing Recreational Facilities

Figure 2.1 shows the location of existing recreational areas in or near the City's coastal zone.

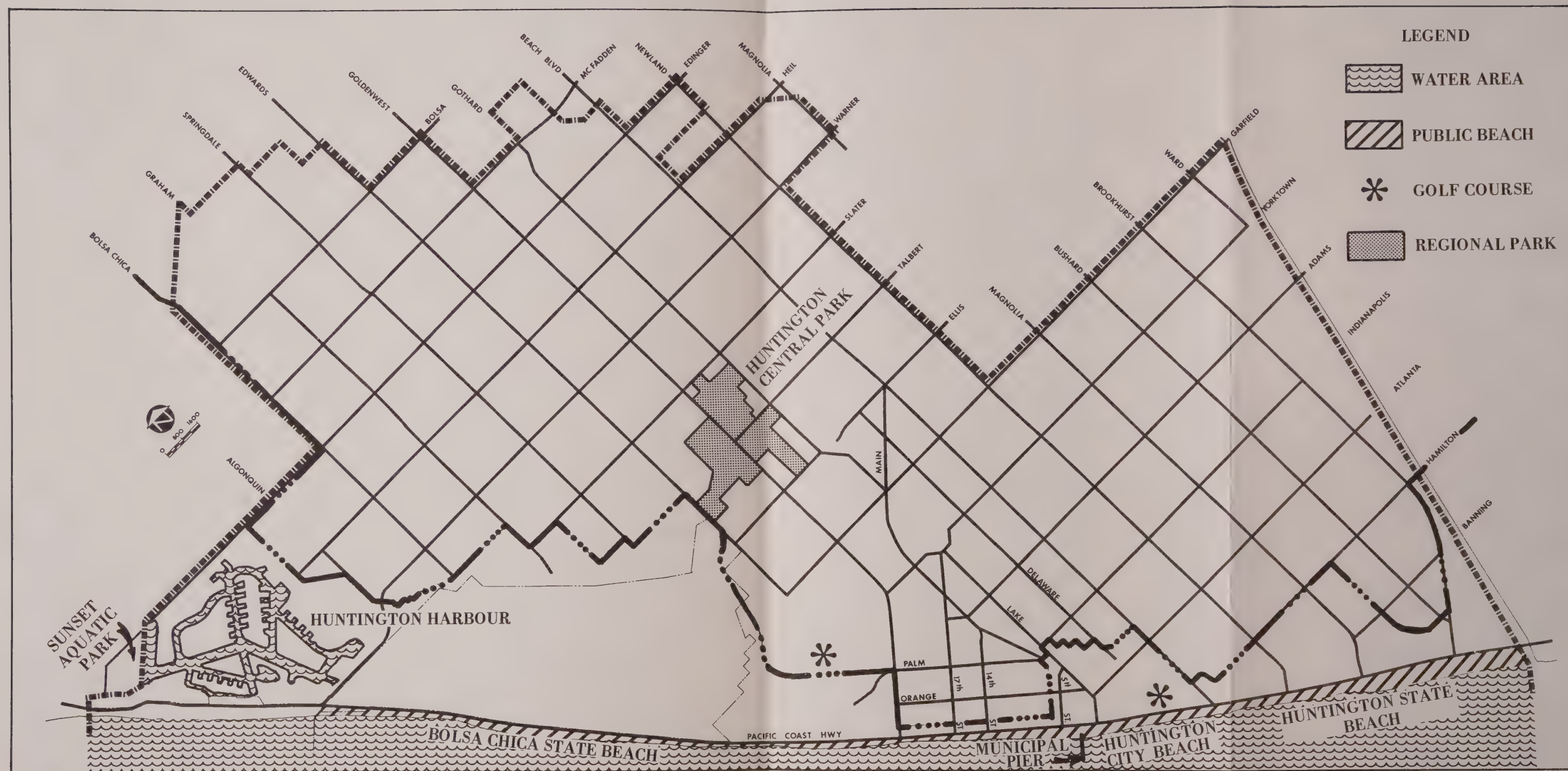
Beaches

The coastal zone contains over nine miles of beaches encompassing approximately 380 acres. All nine miles of beach are in public ownership and include Bolsa Chica and Huntington State Beaches, operated by the State Department of Parks and Recreation, and Huntington City Beach, operated by the municipality. One characteristic of all three areas is their popularity with surfers. The Huntington Beach coastline has many excellent locations for surfing due to its long, gradually sloping beach gradient and location in relation to ocean swells. The three beach areas in the City have been the site of many national and international surfing contests and are used by many surfers daily.

Bolsa Chica State Beach includes six miles of shoreline between Warner Avenue and the Municipal Pier. Approximately three miles are currently developed with recreation facilities. These facilities are fairly extensive and include five concession plazas with picnic tables, a six mile bicycle/pedestrian promenade, 616 fire rings/barbeque pits, 15 restrooms, 14 cold water showers, and one ramp for handicapped access across the sand. Parking is provided by two State-operated lots, one containing 2,200 spaces and a smaller one just north of the Municipal Pier containing 315 spaces. Rangers and lifeguards supervise the beach year round.

Huntington City Beach includes approximately one mile of shoreline between the Municipal Pier and Beach Boulevard. Facilities include restrooms, showers, a bike trail, two volleyball courts, 250 fire rings/barbeque pits, snack bars, a restaurant, wave rider rental and fishing tackle concessions and approximately 150 overnight camping sites for recreational vehicles (available September - May only). Parking is provided in a City-operated lot containing 2,100 spaces. There are lifeguards on duty year round.

Huntington State Beach, between Beach Boulevard and the Santa Ana River, includes approximately two miles of ocean frontage. Facilities include a two-mile bicycle/pedestrian promenade, two volleyball nets, 564 fire rings, ten restrooms, ten cold water showers, six concession areas which sell food, sundries and firewood and rent beach umbrellas and wave riders, and two ramps for handicapped access across the sand. A five-acre California least tern



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Existing Recreation Areas

Figure 2.1

nesting preserve is also located in the area.¹ Parking is provided in a State-operated lot containing 1,200 spaces. The beach area is supervised by rangers and lifeguards year round.

Municipal Pier

The Municipal Pier is both a recreational facility and a major visitor attraction. Over 1.3 million people visited the Pier in 1979. It is a wood and reinforced concrete structure, originally built in 1914, extending 1,800 feet from shore. It is located at the intersection of Pacific Coast Highway and Main Street and is a focal point for the Downtown area.

Perhaps the most common use of the Pier is for strolling and enjoying the sights and sounds of the shoreline. The Pier affords excellent panoramic views of the coastline with Santa Catalina Island in the distance. Surfers congregate in the waters on both sides of the Pier year round. It is also popular with fishermen. Visitor-serving facilities located on the Pier include three snack bars, a bait and tackle shop and public restrooms.

Bicycle Trails

The City's bikeway program is one of the most extensive in Orange County. Bicycling provides both a form of recreation and means of access to coastal resources. Figure 2.7 shows the City's Master Plan of Bikeways within the coastal zone.

Golf Courses

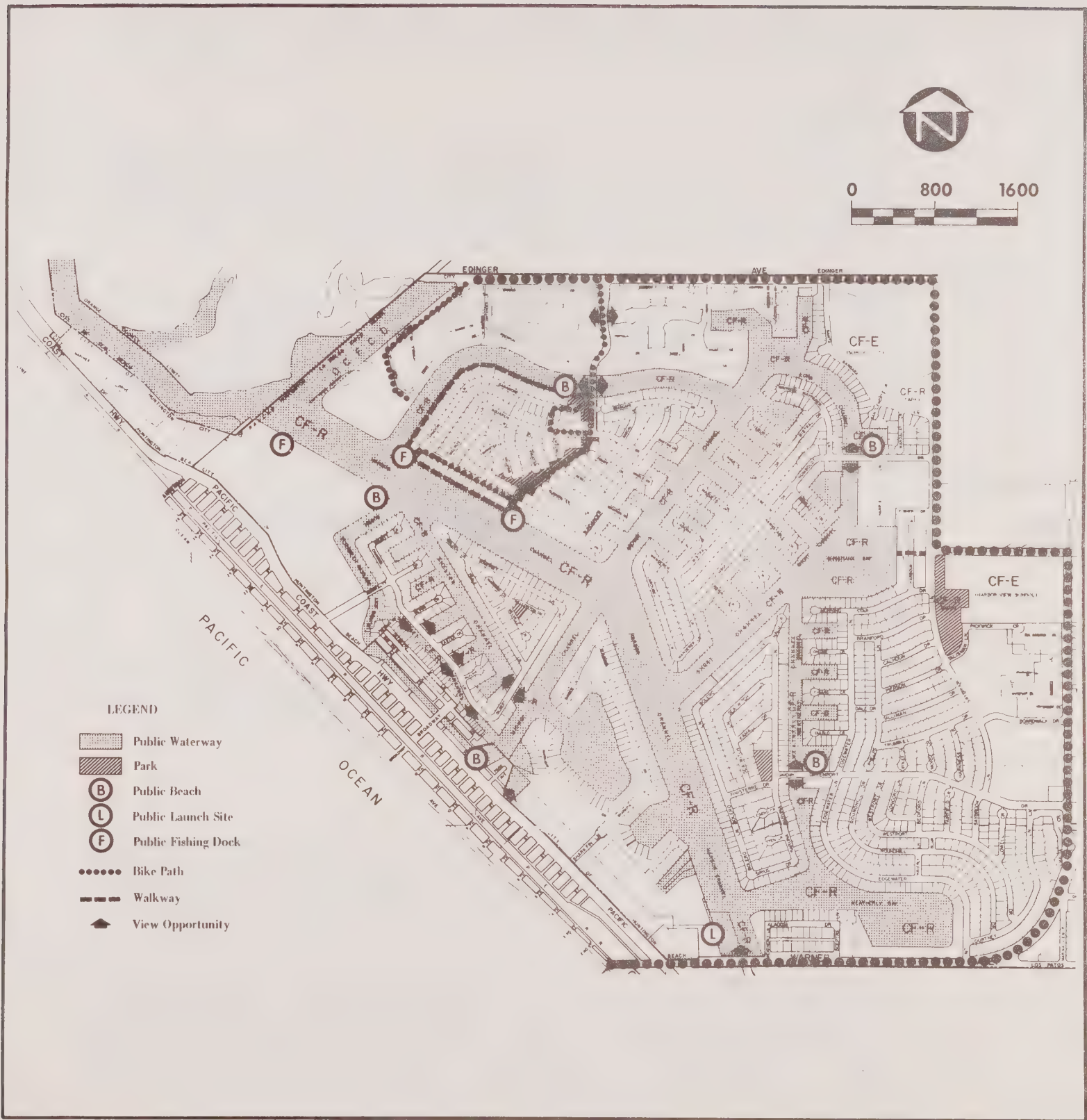
There are two golf courses in the coastal zone both of which are open to the public. One is an 18-hole course, Seacliff Country Club, located on Palm Avenue west of Goldenwest Street. The second is a 9-hole, par-three course, Driftwood Country Club, located between Huntington Street and Beach Boulevard.

Huntington Harbour

Huntington Harbour is a 860-acre residential development oriented around a network of man-made water channels. Land areas fronting on the waterways are primarily residential, with some commercial development. The waterways provide significant opportunity for boating, which is the major recreational use of the area.

The channel system within the harbor covers a surface area of 225 acres. The State owns 1 1/2 miles; the County, 1/2 mile; and the City, 5 1/2 miles. All of the channels are fully bulkheaded with the exception of a few areas that are reserved for beach frontage. There is one entrance channel through Anaheim Bay, for tidal action and boat traffic. The entrance is located at the northwest end of the harbor and passes under a bridge at Pacific Coast

¹ The California least tern is an endangered bird species and is native to the coasts of Southern California.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Huntington Harbor Recreation Opportunities

Figure 2.2

Highway. This bridge has 30-foot high clearance at mean low tide, forcing most sailboats to lower their masts in order to leave or enter the harbor.

Much of the recreational opportunity in Huntington Harbour is private, accessible only to Harbour residents. There are a total of approximately 1,530 boat slips in the marina, most of which are adjacent to private waterfront residences. The area also contains a number of small private beaches for swimming and sunbathing as well as private tennis courts and recreation areas within planned developments.

The waterways themselves are available for public use. Access to the channels is provided in several areas where boat slips can be rented, and by the City-operated public boat ramp and parking area located adjacent to the Warner Avenue Fire Station. Sunset Aquatic Regional Park, although not in the City of Huntington Beach, provides additional public boating facilities and access to Huntington Harbour waterways. The park, which is located immediately north of Huntington Harbour in the City of Seal Beach, is operated by the County and contains 260 boat slips and a large boat launching ramp. Plans for the expansion of Sunset Aquatic Regional Park have been approved by the County.

In addition to providing public boating opportunities, Huntington Harbour also contains a number of public recreation areas. The most extensive facilities are located on Trinidad Island, which contains a 2.7-acre greenbelt park with a bicycle/pedestrian path, two small vista parks, a fishing dock and a walkway around half the island. A 4.1-acre City neighborhood park and beach is located on Seabridge Peninsula facing Long Channel. Additional public areas located throughout Huntington Harbour include three pocket beaches and three small parks.

2.1.3 Public Beach Attendance

Most recreational activity in the coastal zone is beach-related. Figure 2.3 shows estimated annual attendance at Huntington and Bolsa Chica State Beaches and Huntington City Beach for the years 1977 and 1978. Total annual attendance in 1978 at all three sites was approximately 7.9 million. This represents an increase of some 1.6 million persons or 26 percent over total annual attendance in 1977.

Beach attendance is seasonal, with the highest levels occurring during the summer months. Attendance estimates for 1978 indicate that at Bolsa Chica State Beach, 78 percent of annual attendance occurred from May through September. At Huntington State Beach the proportion was 86 percent. At the City Beach, attendance appeared to be more evenly distributed throughout the year with approximately 50 percent of total 1978 attendance occurring during the five months of May through September.

Beach attendance is distributed unevenly throughout the week, with highest daily attendance on weekends. As shown in Figure 2.3, typical weekday combined attendance at the three beaches in 1978 was approximately 38,268 persons. On a typical summer Saturday or Sunday combined attendance at the three beaches doubled, averaging 79,479 persons per day.

ESTIMATED BEACH ATTENDANCE

	Annual (Calendar Year)		Daily (1978)	
	1977	1978	Average Summer Weekday	Average Summer Sat or Sun
Bolsa Chica State Beach	1,461,766	1,860,313	6,691	24,471
Huntington State Beach	2,210,910	2,276,125	13,889	27,358
Huntington City Beach	2,586,448	3,640,310	17,688	27,650
TOTAL	6,259,124	7,776,748	38,268	79,479

SOURCE: California State Department of Parks and Recreation.
City of Huntington Beach, Community Services Department

Figure 2.3

To project daily beach attendance beyond the immediate future requires analysis of long term trends in population, income, leisure time, availability of gasoline, and other factors. A recreation study recently conducted for the Orange County Environmental Management Agency takes into account such factors and indicates that summer-season recreational participation by Orange County residents will most likely double between 1978 and 1995.²

Applying this county-wide projection to beach sites in Huntington Beach indicates 1978 attendance levels will double by 1995. This would result in an annual attendance of approximately 16 million persons by the year 1995. The expected daily attendance in 1995 would be approximately 76,536 persons on summer weekdays and 158,958 persons on summer Saturdays or Sundays.

It must be noted that the above estimates for the year 1995 are based on average, county-wide growth rates and are conservative in the case of Huntington Beach. In reality, the three beach sites in Huntington Beach are among the most popular in the County and may well experience above-average growth rates. Combined annual attendance at beach sites in the City increased by 26 percent from 1977 to 1978. If the 26 percent annual increase in attendance continues over the next few years, annual beach attendance will reach the 16 million mark by the year 1981.

As noted earlier in this section, recreation areas in the coastal zone serve a larger-than-local population. Findings presented in the County's recent study indicate that the three beach areas in Huntington Beach are extremely popular recreation sites. Huntington City, Huntington State and Bolsa Chica State Beaches ranked first, third, and fifth, respectively, out of a total of 20 Orange County beaches with the highest usage in 1977/78.³

According to the study, the majority of visitors to the City's beaches are from neighboring counties. The percentages of out-of-county visitors at each beach are: Bolsa Chica State Beach, 73.9; Huntington City Beach, 61.2; and Huntington State Beach, 59.4. According to a visitation analysis prepared by the City's Community Services Department in 1978, 35.8 percent of beach users at Huntington City Beach were from Los Angeles County, 32.2 percent were from Orange County (excluding Huntington Beach), 6.6 percent were out-of-state visitors, and 5.7 percent were from other California counties. The remaining 19.7 percent were from Huntington Beach.

² Orange County Environmental Management Agency, Orange County Recreation Needs and Regional Parks Study, Interim Report No. 2: Current and Future Recreation Patterns in Orange County, January, 1979.

³ Orange County Environmental Management Agency, Orange County Beaches and Coastal Areas Study, May, 1979.

PUBLIC PARKING OPPORTUNITIES WITHIN COASTAL DIVISIONS

Coastal Area (Figure 4.1)	Location	Free	Pay	Total	Comment
Huntington Harbour Area	P.C.H. (on-street)* Peter's Landing H.H. Yacht Club Sunset Beach (P.E. Park)*	300 630 672	 76	300 630 ** 76 672 **	Small % Rec. .50/hr. (mtr) 4 hr. max.
Warner Avenue to Huntington Beach Mesa Bluffs	Bolsa Chica State Beach P.C.H. (on-street)	324	2,200	2,200 324	2.00/day
Huntington Beach Mesa Bluffs to Goldenwest Street	P.C.H. (on-street) Vacant Lots State Beach Lot City Lot 5th/P.C.H. Surf Theatre Lot City Lot (5th/Orange)	600 6 41	260 315 39	260 600 315 6 ** 39 41	.50/hr (mtr) Illegal 2.00/day Private Lease 1.75/day 2 hr. max.
Goldenwest Street to Beach Blvd.	P.C.H. (on-street) Lot Main/P.C.H. Business Streets Residential Streets H.B. City Beach Lot H.B. City Beach Lot Lot Lake/P.C.H. P.C.H. (Beachside) P.C.H. (Inlandside) P.C.H. (Front of Edison)	 490 500	690 24 193 218 250 1,850 400 320	690 24 193 218 250 1,850 400 490 500 320	.50/hr. (mtr) 2.00/day .10/hr. (mtr) .10/hr. (mtr) .50/hr. (mtr) 2.50/day (S) 1.50/day (S) 1.00/day (S)
Beach Blvd. to the Santa Ana River	H.B. State Beach P.C.H./River (Inlandside) P.C.H./River (Beachside) Beach (1600' Inland) Newland (To Channel) Magnolia (To Channel) Brookhurst (To Channel)	110 75 83 75 81 22	1,200	1,200 110 75 83 75 81 22	2.00/day
TOTAL		2,401	8,035	10,436	

NOTE: * Most or all outside of coastal zone.
 ** Not added into total.

SOURCE: City of Huntington Beach, Development Services Department.

Figure 2.4

2.2 ANALYSIS

2.2.1 State Beaches

The two State beaches include eight miles of the City's nine-mile coastline. Thus, many decisions regarding the type and design of recreational facilities in the coastal zone are made by the State. Because the City bears many local impacts associated with this intense recreational activity it is important that local costs and concerns be addressed by the State in the development and operation of both Bolsa Chica and Huntington State Beaches.

The State Department of Parks and Recreation plans to upgrade facilities at Huntington State Beach, although funding has not been appropriated for development at this time. Once the Coastal Element is certified, any development of Huntington State Beach must be in conformance with its policies. The City's coastal policy reflects the need for the City to continue its review and comment on State plans in order to ensure that issues are resolved to the satisfaction of both jurisdictions.

2.2.2 Recreation Demand

The Coastal Act requires that the amount of coastal land designated for recreational use be adequate to meet present and future demand. Pressure on Huntington Beach recreation sites has been increasing steadily as beach attendance increases each year.

The amount of recreational demand that can be satisfied by coastal zone beach sites depends in great part on the area of flat, dry beach sand available for use. Beach sand area is one of the most important recreational resources in the coastal zone. Clearly, the City must preserve and protect the existing amount of beach sand area in order to accommodate large increases in beach use. As a reflection of this need, the Coastal Element designates the entire nine mile coastline between Pacific Coast Highway and the ocean for recreational use for the public. Additionally, the City's coastal policy limits the development of structures and the expansion of parking facilities that would further encroach upon beach sand area.

2.2.3 Beach Parking

The ability to accommodate recreational demand also includes the provision of adequate support facilities. As indicated in this section, coastal zone beach sites are currently developed with extensive public facilities. The provision of adequate parking for beach users is a significant issue. An inventory of parking spaces, by area, in the coastal zone (Figure 2.4) shows that beach parking lots currently provide approximately 5,800 spaces. Additional parking adjacent to the beach areas in private lots and along the shoulder of Pacific Coast Highway and other nearby streets provides approximately 3,500 spaces. Vacant lots in the area fronting Pacific Coast Highway between Goldenwest and Sixth Streets currently provide an additional 600 parking spaces; however, use of these lots for parking will phase out as development of the area occurs. The cost of parking in the coastal zone during the summer ranges from zero to \$2.50/day.

ESTIMATED NUMBER OF DAYS BEACH PARKING LOTS ARE FULL

	1977	1978	1979
Bolsa Chica State Beach	11	1	4
Huntington State Beach	20	11	24
Huntington City Beach	22	25	21

NOTE: The numbers in this figure represent overlapping days since the beach parking lots tend to overflow on the same days as one another.

SOURCE: California State Department of Parks and Recreation.
City of Huntington Beach, Community Services Department.

Figure 2.5

POPULAR RECREATION ACTIVITIES BY INCOME

Income Group	Activities
\$ 0 - \$ 2,999	Park Visitation, Beach Visitation, Playing Outdoor Games
\$ 3,000 - \$ 4,999	Ocean/Lake/River Swimming, Pool Swimming, Bicycling
\$ 5,000 - \$ 7,999	Pool Swimming, Bicycling, Jogging
\$ 8,000 - \$11,999	Bicycling, Pool Swimming, Picnicking
\$12,000 - \$14,999	Bicycling, Park Visitation, Beach Visitation
\$15,000 - \$19,999	Pool Swimming, Bicycling, Ocean/Lake/River Swimming
\$20,000 - \$24,999	Pool Swimming, Bicycling, Ocean/Lake/River Swimming
\$25,000 - \$34,999	Pool Swimming, Bicycling, Ocean/Lake/River Swimming
\$35,000 - \$49,999	Pool Swimming, Bicycling, Picnicking
\$50,000 +	Pool Swimming, Bicycling, Ocean/Lake/River Swimming

SOURCE: Orange County Recreation Needs and Regional Parks Study, 1979

Figure 2.6

Throughout most of the year, the amount of parking available in the coastal zone is more than adequate to accommodate the demand generated by recreation facilities. During the summer there are weekend days when parking capacity is exceeded. Figure 2.5, however, indicates that developed beach parking lots have to turn away cars only about 25 days out of the year.

The focus of the City's coastal policy regarding parking is to preserve existing numbers of parking spaces in the coastal zone but not necessarily to accommodate peak parking loads which occur only a few days per year. Alternate forms of transportation to recreation areas which do not increase parking requirements are encouraged. Examples of such transportation include public transit, shuttle buses, carpooling/vanpooling and bicycling.

2.2.4 Arterial Access

Vehicular transportation, whether by private automobile or some alternate mode, will probably continue to be the primary means of access to the beach. The location and capacity of arterials that carry this beach traffic are discussed in Section 9. The City's coastal policy recognizes that it is important that the volume of arterial traffic generated by new development in the coastal zone not preempt recreational traffic to the beach.

2.2.5 Restoration of the Municipal Pier

In November 1979, a structural survey of the Municipal Pier was completed which identified serious structural deficiencies and recommended replacement or reconstruction of a major portion of the Pier. The City is committed to restoration of the Pier not only because of its importance as a recreation and visitor-serving facility but also because of its special identity and its relationship to the Downtown area. In December 1979, the City Council directed staff to investigate federal and State funding sources to finance total replacement of the Pier in its present location. The City's coastal policy supports restoration or replacement of the Pier in order to preserve this highly popular recreation and visitor serving facility.

2.2.6 Low-Cost Recreation Facilities

The Coastal Act requires that low-cost recreation facilities be protected, encouraged and, where feasible, provided in the coastal zone. The nine miles of beaches in the zone, including the Municipal Pier, are open to the public at no cost. Parking for these areas is available free or at a low cost. Furthermore, the existing recreation areas in the coastal zone provide significant opportunities for activities that are popular among all income groups. The County's recreation study indicates that the most popular activities among lower income groups include beach visitation, ocean swimming, picnicking, bicycling and jogging. (See Figure 2.6.) The recreation areas in the coastal zone provide significant opportunities for these activities. According to the study, ocean swimming and bicycling are also extremely popular recreation activities among middle and upper income groups.

2.2.7 Bikeways

The Pacific Coast Highway Trail is one of the major coastal zone bikeways shown on the City's Master Plan of Bikeways. (See Figure 2.7.) Two large portions of this facility have been constructed: a trail from the Santa Ana River to the Municipal Pier, and a trail from the entrance of Bolsa Chica State Beach to Warner Avenue. The remaining section of the Pacific Coast Highway Trail is currently being constructed.

An additional bikeway, not proposed in the Master Plan, is discussed in this element to provide public access to the City's coastal area. The trail could be constructed along the Huntington Beach and Talbert flood control channels between Brookhurst Street and Beach Boulevard. The City will investigate the feasibility of constructing this trail in a later phase of the LCP.

One of the deficiencies in the City's bicycle trails program is the lack of adequate bike crossing signs and inconsistencies in the placement of existing signs. Bike crossing signs are needed at the intersections of arterial streets and where bikes merge with other traffic. Provision of these improvements would facilitate safe bicycle access to coastal resources.

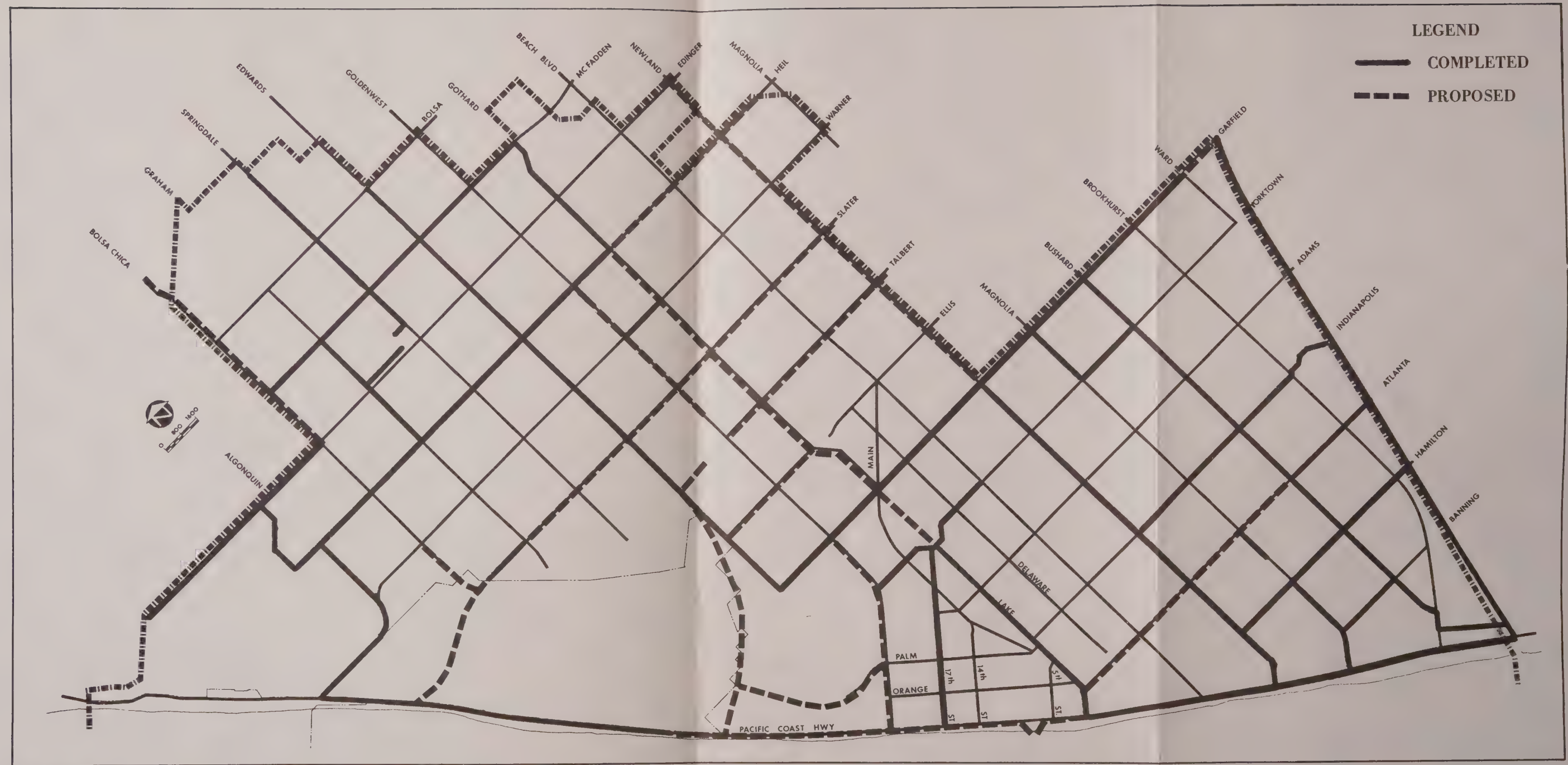
2.2.8 Recreational Boating

The Coastal Act encourages increased recreational boating as a use of coastal waters. According to the County's recreation study, boating is projected to be the fastest growing sport in the County. Summer season participation in sailing is expected to increase by about 187 percent between 1978 and 1995. Demand for power boating is expected to increase by about 78.6 percent during this same time period.⁴ Actual growth of these sports may not be as high as projected because of constraints in the supply of berthing and launching facilities.

According to the County study, a moderate shortage of boating facilities already exists and by 1995 a major shortage is expected to develop. As noted in this section, recreational boating activity is currently provided for in the Huntington Harbour area. As part of its coastal planning efforts, the City evaluated its ability to provide additional boating facilities. Development of a second marina or new wet storage areas within the City's coastal zone appear to be limited by a lack of appropriate sites.

An alternative to boat storage at marina facilities is land or "dry" storage. The City's Ordinance Code allows restricted parking for oversize vehicles on private property and many residents of the City now store their boats and trailers at their place of residence. To date, no commercial dry storage areas

⁴ Orange County Environmental Management Agency, Orange County Recreation needs and Regional Parks Study, Interim Report Number 2: Current and Future Recreation Patterns in Orange County, January, 1979.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Master Plan Of Bikeways

Figure 2.7

exist in the coastal zone although there are two sites in the City. The City's coastal policy promotes dry storage areas to 1) provide storage for boats which are too large to store at private residences, or for which there are no private storage opportunities; 2) allow more boats to be stored using less surface area of the water; and 3) increase the recreational boating potential in coastal waters.

2.2.9 Shoreline Access

Coastal Act policy directs local governments to provide for maximum public access to the shoreline and along the coast. Opportunities for direct physical access to the shoreline in Huntington Beach are excellent. With the exception of one multi-family development north of the Municipal Pier, there are no major structures between Pacific Coast Highway and the sea along the entire length of the coastline. Furthermore, the nine miles of beach are under public ownership and readily identified as public recreation areas. Pedestrian access is provided at frequent intervals along the entire length of the coastal zone.

Nonetheless, further improvement of access opportunities is desirable. Approximately three miles of Bolsa Chica State Beach from the edge of the State Beach parking lot to Ninth Street north of the Municipal Pier are not developed with parking or recreational facilities. Steep cliffs run along most of the length of this section of beach making access difficult and hazardous, especially for small children or for persons carrying bulky items such as ice chests or surfboards. Access is further impeded by oil drilling equipment and pipelines along the top, and in some places the bottom, of the bluffs.

Narrow unmarked paths leading down the bluffs at various intervals have been formed over time by repeated usage, and there is one stairway to the beach in the vicinity of Sixteenth Street. The provision of additional stairways and improved paths from the bluff top to the sand at regular intervals between the southern edge of the State Beach parking lot and Ninth Street is needed to improve shoreline access along this segment of the coastal zone. The City's coastal policy identifies the entire area between the State Beach parking lot and Ninth Street as requiring access improvements.

A high chain link fence borders the two-mile length of Huntington State Beach, separating the beach parking facilities from Pacific Coast Highway. Automobile access into the parking lot is located at Beach Boulevard only. Pedestrian access through the fence is located at Beach Boulevard, Newland, Magnolia and Brookhurst Streets at approximately 1/2 mile intervals. The fence gives the beach an inaccessible and forbidding appearance which greatly detracts from the visual appearance of the area, especially for travelers on Pacific Coast Highway. Removal of this fence would enhance both shoreline access and visual resources in the coastal zone and is encouraged by the City's coastal policy.

Opportunities for public access to the waterways in Huntington Harbour are limited. Residential developments occupy much of the land area adjacent to the waterways. Building patterns are such that most views of the waterways are reserved to the residents.

The developed status of Huntington Harbour suggests that public access opportunities beyond those already provided for will be difficult to achieve. To date, approximately 90 percent of the land area in Huntington Harbour is developed, with another five percent under construction or approved for development. Vacant areas with no approved plans include a 14-acre school site which does not front on a waterway and a few isolated lots throughout the approved development. In the event that new development fronting on a channel does occur, however, the City's coastal policy requires that adequate access to the waterway be provided.

Another way to facilitate public access to Huntington Harbour is to increase public awareness of the recreation sites that are currently available. These sites have been inventoried in Figure 2.2. Currently, the lack of signs identifying these areas as public tends to discourage their use by non-residents. The City's coastal policy promotes the identification of public access and recreation areas in Huntington Harbour through improved signing.

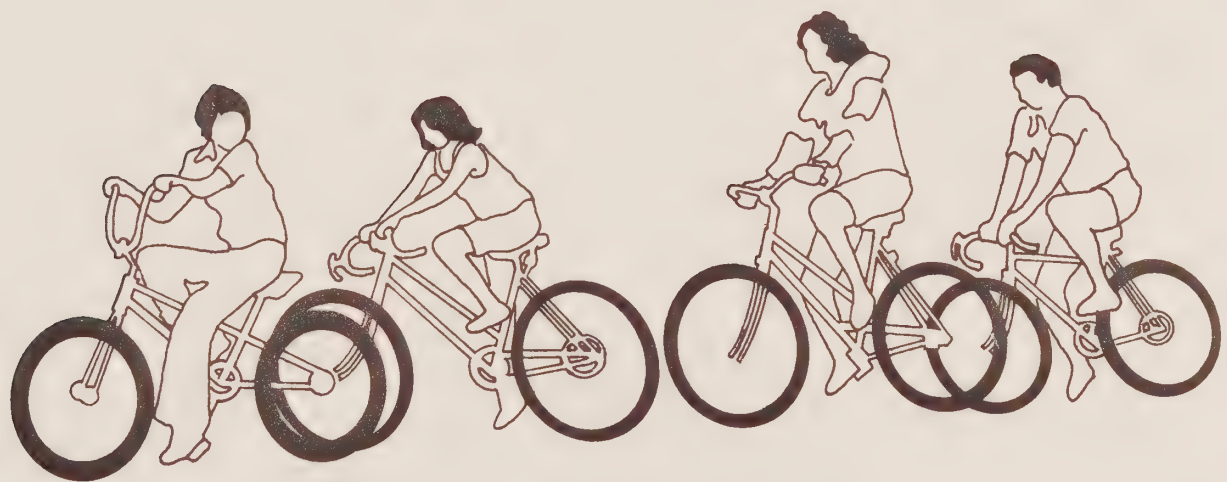
2.3 CONCLUSIONS

The Huntington Beach coastal zone contains significant public recreation areas that serve regional as well as local needs. These areas provide opportunity for a wide variety of recreational activities that are popular among individuals of all income levels. Public access to the shoreline is provided along the entire length of the coastal zone.

City coastal policies are designed to improve recreation and access opportunities by achieving the following objectives:

- City review and comment of State plans for beach improvements to insure consistency with Coastal Act policies and local concerns.
- Preservation of as much beach sand area as possible in order to accommodate future levels of beach attendance.
- Preservation of the Municipal Pier as a recreation and visitor-serving facility.
- Encouragement of alternatives to the private automobile for transportation to recreation areas.
- Preservation of adequate arterial capacities for recreational traffic.
- Improved bicycle access to the coast including completion of the Pacific Coast Highway trail and increased signing.
- Provision of additional dry boat storage facilities in the coastal zone.
- Provision of stairways or walkways to improve public access to Bolsa Chica State Beach from Ninth Street north to the southern edge of the Bolsa Chica State Beach parking lot.
- Provision of public access to Huntington Harbour waterways in new development.
- Improved public awareness of public recreation areas within Huntington Harbour.

VISITOR- SERVING FACILITIES



section 3

DEFINITIONS

CONCESSION:

The lease of a portion of premise for a particular purpose such as the operation of a refreshment stand on a public beach.

INVENTORY:

An itemized list of current assets; e.g., a catalogue of all commercial establishments within the City's coastal zone.

SUNDRY ITEMS:

Miscellaneous convenience items. As discussed in this section, these include suntan lotion, sunglasses, beach towels, ice, aspirin, and other related products.

VISITOR-SERVING FACILITIES:

Public and private developments that provide accommodations, food and services, including hotels, motels, campgrounds, restaurants, shops and amusement areas for tourists.

COASTAL ACT POLICY

30213. (Part) Lower cost visitor...facilities...shall be protected, encouraged, and, where feasible, provided.

30222. The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

30250. (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

3. Visitor-Serving Facilities

3.1 BACKGROUND

The majority of the millions of annual visitors to the City's coastal zone are not city residents but come from neighboring communities and counties. Most are on one-day outings although some are visiting the coast as part of weekend or vacation trips. The Coastal Act places a high priority on land uses and facilities that serve the needs of these visitors. Visitor-serving facilities include public and private developments that provide accommodations, food, and services, including hotels, motels, campgrounds, restaurants, and commercial-recreation developments.

Many commercial uses in the City's coastal zone can be considered visitor-serving, including the area's hotels, motels, restaurants, bars, theaters, specialty and retail shops, markets, drug stores, gas stations, laundries, beauty salons, post office, banks, doctors, dentists, and other services. A complete inventory of commercial uses in the Huntington Beach coastal zone was undertaken in November 1979 as part of the Local Coastal Program. Figure 3.1 shows these commercial uses classified according to type and location.

3.1.1 Accommodations

There are five visitor hotels/motels in the area between Goldenwest Street and Beach Boulevard. These five facilities provide a total of 239 rooms priced at \$25 to \$35 per night in the winter and \$30 to \$45 per night in the summer (as of November 1979). Ten of these 239 rooms are available with kitchens. All five hotels/motels typically are completely full in the summer season and about three quarters full during the off-season.

COMMERCIAL USES WITHIN COASTAL DIVISIONS*

Business Licenses Type	Description	Huntington Harbour Area	Warner Ave. to Huntington Beach Mesa Bluffs	Huntington Beach Mesa Bluffs to Goldenwest St.	Goldenwest St. to Beach Blvd.	Beach Blvd. to the Santa Ana River	TOTAL
ENTERTAINMENT AND RECREATION	Restaurant	7		1	17		25
	Take out	1			13	1	15
	Liquor Store	1			3	1	5
	Speciality Snack Bar	2			2	1	5
	Theatre				3		3
	Hotel/Motel Rooms				1		1
					5		5
	Golf Course			1	239		239
	Racquet Club	1		1	1		2
	Yacht Club	2					2
	Misc. Rec. Opp.	2			1		3
RETAIL	Food Market	1			2		3
	Drug Store	1			1		2
	Clothing Store	3			11		14
	Jewelry	2					2
	Surf Shop				15		15
	Furniture	1					1
	Book Store				1		1
	Auto Sales/Parts	1			7		8
	Boat Sales/Parts	4				1	5
	Thrift Shop				5		5
	Misc. Spec. Shop	6			32	2	40
	Sales (in home)	36	12		10	10	68
WHOLESALE	Misc.	2	1		1	3	7

NOTE: *See Coastal Division Figure 4.1.
Figure continued on next page.

SOURCE: City of Huntington Beach, Development Services Department.

Figure 3.1

COMMERCIAL USES WITHIN COASTAL DIVISIONS (continued)

Business License Type	Description	Huntington Harbour Area	Warner Ave. to Huntington Beach Mesa Bluffs	Huntington Beach Mesa Bluffs to Goldenwest St.	Goldenwest St. to Beach Blvd.	Beach Blvd. to the Santa	TOTAL
PROFESSIONAL	Doctor				3		3
	Chiropractor				3		3
	Dentist	3			4		7
	Architect	2					2
	Attorney	2			9		11
	Interior Deco.	39	6	1	2		48
	Consultant	15	5		3		23
	Misc. Prof.	8			8	3	19
SERVICE	Gas Station	3			1	1	5
	Auto Repair				8		8
	Boat Service	3					3
	Beauty Shop	2			4		6
	Barber Shop	1			1		2
	Photo Film Proc.	2					2
	Cleaners/Laundry	3			4	1	8
	Travel Agency	2			1		3
	Church				1		1
	Figure Salon	1					1
	Post Office				1		1
	Misc. Service	25	12	1	35	20	93
REAL ESTATE	Sales Office	5			10		15
	Land Dev.	2			1		3
	Misc.	11	5	1	2	5	24
MANUFACT.	Misc.		1	2	3	4	10
SALES	Misc.	11	3		3	2	19
FINANCE	Bank/S & L	4			4		8
	Misc.	2					2
CONTRACTORS	Misc.	12	9		16	6	43
MOBILE	Misc.	3	12		12	7	34

Figure 3.1

Additional visitor accommodations are provided in two areas available for recreational vehicle and trailer camping. The Sunset Vista section of the Huntington City Beach parking lot has 150 spaces for recreational vehicle camping during September through May only, at a cost of \$5 to \$6 per night. On weekends these 150 spaces are often completely full; during the week about one-half to three quarters of the spaces are full. A second area is a privately-owned travel trailer park which has 140 spaces, of which about 30 are available on a daily, weekly, or monthly basis at a cost of approximately \$95 per week. All 30 spaces are generally full during the summer with about a 25 percent vacancy rate during the winter.

3.1.2 Restaurants

In the northern section of the coastal zone, the Huntington Harbour area contains a racquet club with dining facilities and six dinner restaurants. The Sunset Beach area, close to Huntington Harbour, is not within City limits; however, it has four dinner restaurants as well as a few coffee shops and fast-food facilities.

Five new concession stands on Bolsa Chica State Beach are located on existing picnic islands. These facilities will provide inexpensive fast foods during the summer season to beach users. Seacliff Country Club, located north of Goldenwest Street, currently offers opportunities for more formal dining.

The Downtown section of Huntington Beach, including the Municipal Pier, offers a variety of food outlets. Its 29 facilities include seafood, Italian and natural foods restaurants, a bakery, delicatessens, specialty snacks, liquor stores and bars.

Further south, the Driftwood Country Club and two motels east of Huntington Street offer dining facilities. Between Beach Boulevard and the Santa Ana River, dining opportunities are limited to a dozen take-out and concession stands along the City and Huntington State Beaches open during the summer season. Additional concessions are proposed for Huntington State Beach in the future.

With the exception of the Huntington Harbour area, the majority of food establishments in the City's coastal zone are luncheon-type, fast food, or beach concession facilities. There are few opportunities for evening dining.

3.1.3 Other Services

In addition to food and lodging services, the coastal zone also contains a wide variety of other uses which can be considered visitor serving. Most of these uses are located in the Downtown area, including a market, drug store, clothing stores, surf shops, a theater, automobile services, laundries, beauty shops, a post office, medical offices, a large number of specialty shops, banks/savings and loans, and many additional uses.

The second largest concentration of visitor-serving facilities is in the Huntington Harbour area, which contains a market, drug store, clothing stores, professional services, laundries, boat services, banks/savings and loans, and a small number of specialty shops and other uses.

3.2 ANALYSIS

Existing overnight visitor accommodations need to be expanded to support the large numbers of visitors to the City's coast. Opportunities for overnight accommodations are limited. Vacancy rates in the summer are zero and many visitors are turned away. Even in winter, vacancy rates are low.

The coastal zone also contains a limited range of eating establishments with a large emphasis on luncheon-type and fast food facilities and fewer opportunities for a high quality evening dining experience. Provision of additional evening dining opportunities would create a broader range of establishments and might also attract evening visitors to the coast, perhaps for a stroll along the Pier or through Downtown shops.

The coastal zone, particularly the Downtown area, contains limited entertainment facilities. Theaters, for example, would be a desired visitor-serving use.

The main strategy of this element to meet coastal policy regarding visitor-serving facilities is to designate sufficient acreage in the coastal zone for these uses. Two new land use categories have been developed specifically to provide for the needs of coastal visitors. The first category is a visitor-serving commercial designation which will permit as principal uses hotels, motels, restaurants, theaters, museums, specialty and beach-related retail, and service uses. The second category is a commercial/support recreation designation which allows all the uses permitted in visitor-serving commercial as well as recreation uses. (See Section 10 for a full description of all land use categories.)

3.3 CONCLUSIONS

Existing visitor-serving uses in the coastal zone provide a wide range of services. However, the large numbers of visitors attracted to recreation areas in the coastal zone justify the provision of additional support facilities, particularly overnight accommodations and restaurants. The plan designates sufficient areas strategically located to serve the needs of existing and future levels of visitors. The City's coastal policies further aim to achieve the following objectives:

- Provision of lower cost visitor-serving facilities.
- Increased numbers of hotel/motel rooms and restaurants in the coastal zone.
- Provision of additional areas for overnight recreational vehicle camping.

VISUAL RESOURCES



section 4

DEFINITIONS

AMENITIES:

Attractive or desirable features.

CLUSTER:

Grouping of buildings to maximize open space and preserve views.

CULVERT:

A drain or pipe to carry water under a road or embankment.

DEGRADED:

Visually unattractive, often due to the presence of incompatible features (i.e., oil wells, litter, billboards, etc.)

ENHANCE:

To increase in value and attractiveness.

LEVEE:

An embankment built alongside a river to prevent high water from flooding adjacent land.

LINEAR PARK:

A long, narrow park which often follows a natural land form, such as a stream or a bluff line, and which may also connect other recreational and scenic areas.

MARSHLAND:

(See Wetland.)

MEDIAN:

A strip of land between opposing lanes of a highway.

PRESERVE:

To keep from harm; to protect or save.

SCENIC:

Affording picturesque views.

SEACLIFF PHASE IV:

A residential development recently approved by the State Coastal Commission located on the Huntington Beach Mesa immediately south and east of the existing Huntington Seacliff Golf Course. The project involves construction of approximately 980 units on 137 gross acres.

SETBACK:

Placement of buildings a distance back from a road or other boundary to allow for open space, views, and mitigation of adverse impacts on adjacent areas.

SIGNING:

The construction and utilization of signs to locate various points of interest.

SPECIFIC PLAN:

A document which contains all detailed regulations, conditions, programs and proposed legislation necessary to implement general plan policies in a distinct geographical area.

STATE SCENIC HIGHWAY:

A segment of a state highway identified in the "Master Plan of State Highways Eligible for Official Scenic Highway Designation." The segment must also be designated as such by the Director of the Department of Transportation.

TOPOGRAPHY:

The natural surface features of an area, such as hills, valleys and rivers.

UNDERGROUNDING:

Relocation of utility wires beneath the surface of the earth to enhance scenic qualities.

VISTA:

A view or outlook.

VISUAL ACCESS:

An unobstructed view.

WETLANDS:

Land where the water table is at, near, or above the land surface long enough to promote the formulation of wet soils or to support the growth of salt resistant marsh plants.

ZERO CONTOUR LINE:

A line on a topographic map which represents sea level.

COASTAL ACT POLICY

30251. The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

30253. New development shall:

...(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

4. Visual Resources

4.1 BACKGROUND

Visual resources are defined as visible natural and manmade features. The perception of these features is subjective; however, certain characteristics can be identified which enhance the sensory experience of the environment. These include a variety of visual features, open spaces, colors, heights, panoramic views, elements of visual contrast, interesting architecture and design, character of locations and a feeling of identity with the environment. Perceptions of the environment and enjoyment of visual resources involve not only sight but sound, smell and physical proximities.

Through the Coastal Act, the State has recognized that the scenic and visual qualities of the coastal zone are a resource of public importance. The Coastal Act safeguards these valuable resources by requiring new development in the coastal zone to be designed and sited in ways that protect views to and along the ocean, preserve highly scenic areas and natural land forms, and enhance, where feasible, visually degraded areas.

In Huntington Beach, visual resources are also important to those sectors of the local economy which are dependent on visitors and tourism. The scenic quality of the coastal zone helps to attract visitors to the area for recreation, vacationing, dining, shopping and other activities. Preserving and enhancing visual amenities in the coastal zone will help maintain the economic viability of visitor-serving commercial development. This may be particularly important for the City's Downtown area, which is a center for beach-oriented commercial establishments.



Figure 4.1

4.1.1 Inventory of Scenic Resources

This section describes the scenic resources in the Huntington Beach coastal zone. To aid in this discussion, the coastal zone has been divided into smaller areas which are reviewed separately. (See Figure 4.1.)

Huntington Harbour Area

The Huntington Harbour residential marina encompasses the majority of this area of the coastal zone. The concentration of recreational boats and related activity on 2.8 miles of waterways provides scenic and visual resources not found elsewhere in the City's coastal zone. Views into Huntington Harbour from Pacific Coast Highway are limited by development adjacent to the highway on the inland side. However, there are opportunities for visual access to the waterways at several places within the marina itself.

The City's coastal jurisdiction extends north of Huntington Harbour on the inland side of Pacific Coast Highway to the northern City limits. This area contains older development interspersed with vacant lots. Certain features such as limited setbacks and signs in substandard condition detract from the visual appearance of this area.

Warner Avenue to the Huntington Beach Mesa Bluffs

The major scenic feature of this area is the Bolsa Chica lowland on the inland side of Pacific Coast Highway. The Bolsa Chica is not within the City limits and planning for the area is the responsibility of the County of Orange. The area is important to this discussion because it is highly visible from Pacific Coast Highway and the surrounding uplands in the City. The environment of Bolsa Chica has been altered for various uses, most notably oil extraction. The presence of dikes, dumping operations, oil pumps and storage tanks is visually disruptive.

The Bolsa Chica lowland lies between two mesas. On the northwest side of the marsh, bluffs rise to an upland area called the Bolsa Chica Mesa. To the southeast, another line of bluffs extends between Pacific Coast Highway and Edwards Street. The blufftop area here is called the Huntington Beach Mesa. (See Figure 4.2.)

The northwestern bluffs and the Bolsa Chica Mesa are primarily under the jurisdiction of the County (only a small part of the bluffline is in the City). However, views to the bluffs constitute a scenic resource in the City's coastal zone.

The southeastern bluffs are partially under the County's jurisdiction and partially within the City's coastal zone. These bluffs are the site of the proposed Bolsa Chica linear park which will provide a vital open space and recreational link between Huntington Central Park and the sea. Protection of the bluff area has been addressed by the State Coastal Commission in its approval of the Seacliff IV residential development. The Commission required a 100-meter buffer from the bottom of the bluffs (zero contour line) and a 100-foot setback between the upper edge of the buffer and new blufftop development.

This section of the coastal zone includes the Bolsa Chica State Beach on the ocean side of the highway. The beach is developed with recreation facilities which are visible from the highway, including a large unlandscaped parking lot, restrooms, concession stands, lighting and fencing. The ocean is not visible from Pacific Coast Highway because the grade level of the highway is lower than the beach parking lot.

The beach provides valuable outdoor recreation, scenic vistas, and habitat for a variety of shore birds. It is part of a continuous nine-mile stretch of beach and is one of the City's most significant visual and recreational resources.

Huntington Beach Mesa Bluffs to Goldenwest Street

This portion of the Bolsa Chica State Beach is undeveloped. Low bluffs extend from a narrow strand of beach up to the highway. Panoramic views of the ocean, coastline and Catalina Island can be seen from the bluffs and from several locations on Pacific Coast Highway where the road rises above the adjacent bluff line. Oil pumping equipment and pipelines are present along both the face and top of the bluffs adjacent to Pacific Coast Highway, detracting from the scenic potential of the beach. (See Section 7 for a more complete discussion of these facilities.)

A 119-acre oil production area is located on the inland side of Pacific Coast Highway. This area is expected to remain in resource production for at least another twenty years. Pumping equipment and storage tanks are visible from the highway though they are partially screened by a fence and hedges. The oil company plans to replace this fence in 1981; this should help to improve the appearance of the area.

Goldenwest Street to Beach Boulevard

Bolsa Chica State Beach extends southward beyond Goldenwest Street to the Municipal Pier. The line of low, steep bluffs continues into this part of the beach. Oil pumps, tanks and pipelines mar the appearance of the bluffs and obstruct some sight lines. Many of the properties on the landward side of the highway between Goldenwest and Sixth Streets are vacant or used for oil extraction. About 20 billboards stand near the highway here.

The historic Municipal Pier affords fine views of the shoreline, ocean and islands. The structure itself, extending into the sea above a network of pilings, is considered by many to be a visual resource.

Farther south, the Downtown area presents special problems with respect to visual quality. The pattern of small lots and the dispersed ownership discourages unified development and the provision of open space or other amenities. The City recently approved a plan to convert Main Street which bisects the area, into a one-way, one-lane facility with landscaping, lighting, benches and other improvements. These improvements are an important first step in enhancing the atmosphere of the Main Street corridor and are intended to provide impetus for further upgrading.

The City Beach lies between the Pier and Beach Boulevard. This facility includes more visual amenities than the nearby State beaches. The parking lot adjacent to Pacific Coast Highway has been attractively landscaped and planted with palm trees and other vegetation. This stretch of the highway has a visually pleasing landscaped median as well.

Beach Boulevard to the Santa Ana River

Scenic resources in this section of the coastal zone include two natural areas. The first area, immediately southeast of Beach Boulevard near Pacific Coast Highway, occupies 54 acres. It is clearly visible from Beach Boulevard, a major arterial and entranceway into the coastal zone. A second natural area begins slightly north of Magnolia Street and continues to the mouth of the Santa Ana River. This 123-acre area is highly visible from Pacific Coast Highway and from a bike trail along the flood control channel. The appearance of these natural areas is critical because of their visibility.

Despite the potential of these natural areas to provide attractive views of open space, water and wildlife, they are dominated by nearby energy and industrial facilities including the Edison power plant, power lines and adjacent tank farms which detract from their visual quality.

Further south, the Santa Ana River is visible from Pacific Coast Highway and from a bike trail along the river's edge. Although the water course today is a leveed, sand-bottom channel, the river as seen from the bridge and the bikeway still provides pleasing scenes of moving water and waterbirds.

Huntington State Beach includes the entire area on the ocean side of the highway between Beach Boulevard and the Santa Ana River. Like the other beaches in the City, this strand affords vistas of the sea, shoreline and islands. Although the ocean cannot be seen from the highway, numerous beach facilities are visible, including an unlandscaped parking lot, restrooms, concession stands and a particularly unattractive chain link fence along the length of the beach.

4.2 ANALYSIS

This subsection will briefly describe the strategies the City will use to preserve and enhance scenic resources in the coastal zone and discuss areas where these strategies will be employed.

4.2.1 Protection Strategies

The coastal plan reflects four types of strategies to improve and protect sensitive areas of the coast: 1) restrictions on the kind and intensity of development permitted near visually important resources; 2) controls on siting, design and orientation of allowable uses; 3) sign controls; and 4) screening, landscaping and other improvement of existing visual blight.

Development Restrictions

Development restrictions are controls on the type of land uses and/or activities that will be permitted in any specific area. These restrictions are implemented primarily through the land use designations of the Coastal Element. The element also contains policies that specifically prohibit certain activities in designated areas of the coastal zone such as in wetlands or along bluffs.

Design Controls

The coastal plan will implement controls on the bulk and placement of structures in or adjacent to visually sensitive areas through zoning ordinances. Ordinances will establish the basic restrictions on height, setbacks, lot coverage and other details of development. These ordinances will be developed in the implementation phase (Phase III) of the coastal program.

The City will also establish a design review process in the implementation phase of the coastal program to apply specific design and siting standards to individual projects. Proposals for new development in the coastal zone will be evaluated to ensure that they include: 1) preservation of public views to and from the bluffs, to the ocean and shoreline, to wetlands and to other significant areas; 2) adequate landscaping and vegetation; and 3) consideration of overall visual impact.

Sign Controls

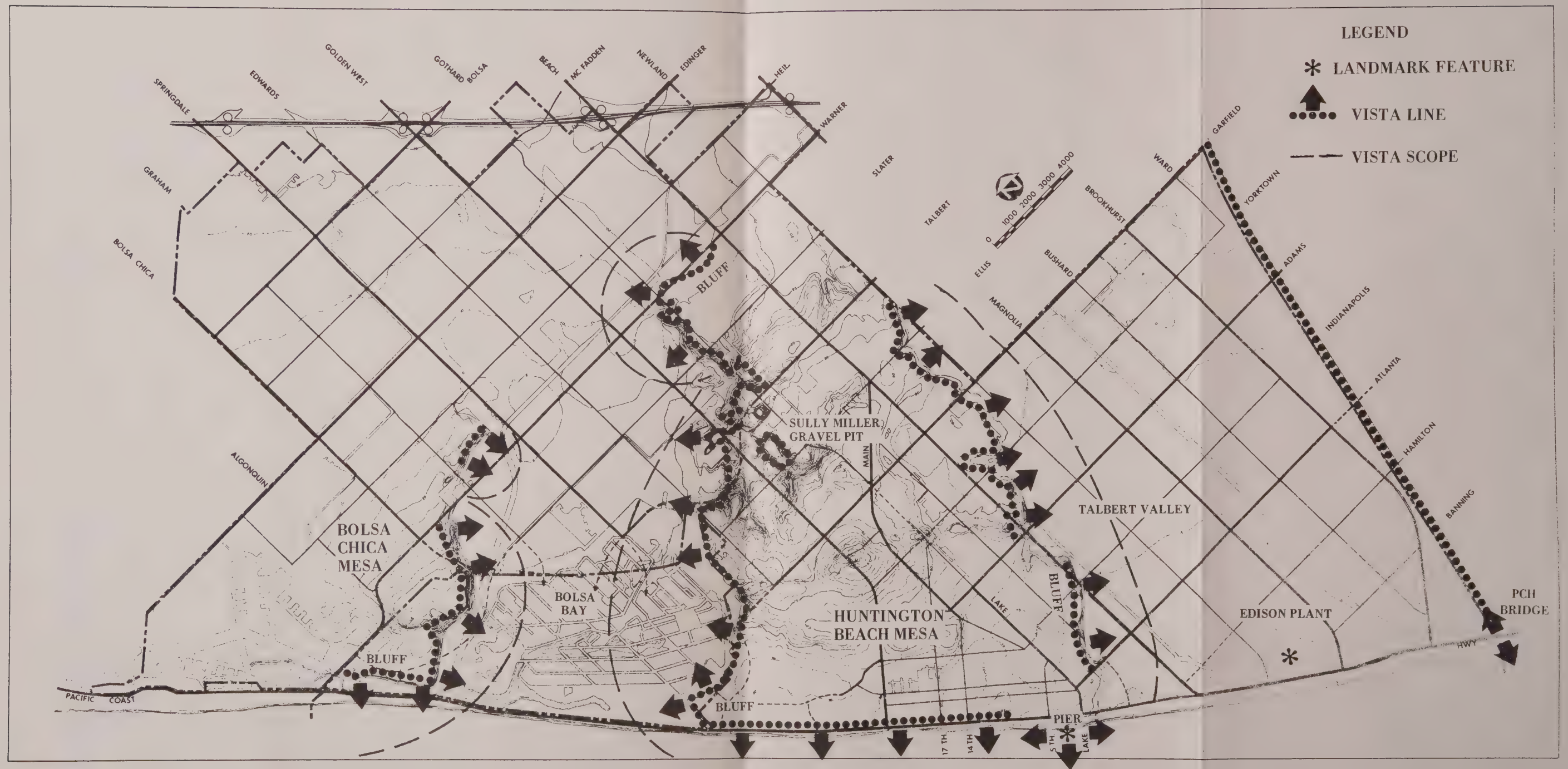
The City will establish special regulations for privately-owned signs in the coastal zone. These regulations will include the following:

- Prohibition of signs which do not display information related to an activity, service or commodity available on the premises. This would act to exclude billboards.
- Limits on the height, size, design and materials of signs.
- Prohibition of roof-top signs.
- Restrictions on the use of lights and moving parts in signs.
- Enforcement of maintenance controls.

The City will also establish a coordinated theme and design standards for publicly-owned signs in the coastal zone.

Screening, Landscaping, Blight Control and Other Improvements

Screening refers to the placement of walls and/or vegetation around or in front of visually unattractive areas or structures to improve the public view of these facilities. Landscaping alone can be used to enhance the general appearance of almost any area or facility. In addition, preservation of existing vegetation and mature trees can prevent future blight.



HUNTINGTON BEACH CALIFORNIA
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Bluff Areas

Figure 4.2

A widespread source of blight within the coastal zone is litter. Papers and other trash accumulate in open areas and along roadways. Broken glass covers the top of the bluffs along the beach. As part of the coastal plan, the City will study the causes of this litter problem and explore strategies to ameliorate it.

Electrical transmission lines, highly visible along the beach bluffs and in open areas, can seriously detract from the scenic potential of the coast. In order to enhance these areas, the City encourages undergrounding of electrical transmission lines in accordance with the rules and regulations of the California Public Utilities Commission and will establish a priority list for future projects.

Oil pumps, tanks and pipelines are located throughout the coastal zone and are often incongruous in recreation and visitor-oriented areas. The City's strategies for improving the appearance of these facilities are discussed in Section 7.

4.2.2 Visual Resource Areas

Coastal Bluff Areas

As discussed earlier in this section, bluffs afford scenic vistas; in addition, they are themselves a visual amenity. The coastal zone bluffs extend from the Bolsa Chica lowlands to the Huntington Beach and Bolsa Chica Mesas, and from the strand in Bolsa Chica State Beach to the Pacific Coast Highway above.

The City will employ two strategies to help preserve the bluffs as visual resources: restrictions on the kinds of development permitted near bluffs and design controls.

This element designates bluffs in the coastal zone as either "Conservation," which allows only low intensity uses such as trails, observation areas, signs and displays, or "Recreation," which allows recreational uses.

The Coastal Element also contains specific policies which prohibit grading or any alteration of the natural landform of coastal bluffs.

Proposed new development which will impact bluffs will be subject to a design review process to ensure that impacts on views to and from the uplands are considered. Several techniques can be used to help mitigate any adverse visual impacts new development might impose on bluff areas. A number of these are discussed briefly below.

Reasonable setbacks can soften the visual impact of structures as seen from the lowlands. Thus, setback requirements are tools to protect the appearance of the bluffs. In addition, setbacks can be used to provide open space for accessways and viewpoints along the bluffs.

Building height restrictions can also reduce the impact of development on bluffs. Lower buildings are less conspicuous and do not overpower the natural topography. Heights are related to setbacks: the farther a structure is from the bluff edge, the higher it can be built without adversely impacting visual resources.

Siting and orientation of structures can help preserve and enhance views in development near bluffs. For example, structures can be clustered so that more open space for viewpoints and view corridors is preserved. Similarly, buildings can be oriented perpendicular to, rather than parallel to, the bluff edge in order to preserve sightlines from the upland area.

Through the design review process, the City will use these and other methods to protect the visual amenities of the bluffs. The City plans to further study these kinds of regulatory tools and to establish specific criteria for their use in the design review process.

Pacific Coast Highway

A number of strategies will be used to enhance the visual quality of areas adjacent to Pacific Coast Highway, including controls on siting, design and orientation of new development, sign regulations and encouragement of improved landscaping. Specific criteria for these variables will be established in the next phase of the Local Coastal Program. In addition to the zoning requirements which set minimal standards for these variables related to visual amenities, all new development will be subject to a design review process which will ensure that it incorporates aesthetic considerations. Both of these strategies will be important factors in improving the visual appearance of the Pacific Coast Highway corridor.

Another strategy for enhancing the visual quality of Pacific Coast Highway would be to extend the landscaped median. The highway is a State road, maintained by the Department of Transportation; thus, the State has the primary responsibility to improve the thoroughfare. Nonetheless, the City will encourage such visual improvement where feasible and will cooperate with State efforts to upgrade the appearance of the highway.

Parking lots are located adjacent to Pacific Coast Highway at Huntington City, Huntington State and Bolsa Chica State Beaches. Existing landscaping of parking facilities at Huntington City Beach is adequate to protect the visual quality of this beach area. Parking facilities at the State beaches, however, are not adequately screened. The State has plans to upgrade facilities at Huntington State Beach, but does not have plans to improve facilities at Bolsa Chica State Beach. (See Section 2.) The City will require that any improvement programs include the removal of the long, chain-link fence running along the parking area.

Three basic materials can be used to screen parking lots from surrounding activities: vegetation, earth, and structures. Screening through vegetation is accomplished by the planting and maintenance of trees, shrubs, or ground cover. Earth mounding can be used effectively for screening where a large setback is available to provide land area for the sloping of the earth mound. Masonry walls and wooden fences are examples of structures typically used for screening.



HUNTINGTON BEACH CALIFORNIA
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Scenic Routes

Figure 4.3

Besides encouraging the screening of existing parking facilities, the City has taken steps to restrict the use of additional beach areas for future parking lots. No new or expanded lots will be allowed at the beach except under special circumstances. This policy should contribute to the protection of the visual resources in the beach area.

Wetlands

The area east of Beach and south of Newland has been described by several agencies as a potentially sensitive environment. No formal actions have been taken by these groups. The City will develop a specific plan for this area. When the property develops, portions of the area may be restored, provided that it is economically feasible to do so. The land use designation shall be Visitor-Serving Commercial, except from the Edison Plan south to Brookhurst which will remain as M-2 for future power generation.

Multi-story Development in the Downtown Area

The development of mid-rise (six story) structures in the coastal zone would constitute a significant change in the character of the area. If this type of development occurs it will be imperative that adequate provision for open space and setbacks be made to provide visual amenities.

Variation in building heights should also be encouraged to avoid a single cluster of tall buildings overpowering the area. A "step" approach may be preferred, in which taller buildings are sited inland from lower ones to afford more views of the sea and shoreline.

The principal method for incorporating these kinds of considerations into new development would be via a specific plan, which would include regulations for heights, bulk and siting of buildings and open space.

If lot consolidation is encouraged with the bonus of higher structures, each plan will be reviewed to allow for adequate open space and setbacks.

Pacific Coast Highway Status

The Scenic Highways Element recommends that the City pursue those actions necessary for Pacific Coast Highway to achieve State Scenic Highway status. These actions would include 1) developing zoning ordinances regarding building heights, setbacks, signing, density and other factors for roadside areas, 2) encouraging undergrounding of utilities, wires and pipes, in accordance with the rules and regulations of the California Public Utilities Commission, 3) developing a roadside maintenance control program, and 4) eliminating billboards along Pacific Coast Highway.

The zoning ordinances developed to implement the Coastal Element will help address these actions.

Local Scenic Routes

The Scenic Highways Element also recommends that 38th Street from Pacific Coast Highway to Edwards Street be designated as a Local Scenic Route. (See Figure 4.3.) This route along the top of the Huntington Beach Mesa would afford vistas of the ocean, shoreline, Bolsa Chica and offshore islands. Designation of Local Scenic Routes allows the application of special land use and development controls on the adjacent properties to protect and enhance scenic and aesthetic resources.

Landscape Corridors

Finally, the Scenic Highways Element recommends designating the following major access routes to the beach as landscape corridors because they provide scenic views or access to scenic areas: Beach Boulevard from Adams Avenue to Pacific Coast Highway, Brookhurst Street from Hamilton Avenue to Pacific Coast Highway, Goldenwest Street from Huntington Central Park to Pacific Coast Highway, Lake Street from Yorktown Avenue to Pacific Coast Highway, Magnolia Street from Hamilton Avenue to Pacific Coast Highway and Warner Avenue from Bolsa Chica Street to Pacific Coast Highway.

All these routes provide some views of the ocean and shoreline. Beach Boulevard and Brookhurst and Magnolia Streets also afford views of natural areas, while Warner Avenue provides views of the Bolsa Chica and surrounding bluffs.

The landscape corridors section of the Scenic Highways Element addresses landscaping, medians, grading restrictions, tree preservation, signing, setback requirements and other planning considerations which can help protect and enhance the visual resources of the route. Implementation of the corridors program would significantly contribute to the improved appearance of the coastal zone.

4.3

CONCLUSION

The Huntington Beach coastal zone includes significant visual amenities. Policies in this plan are intended to protect these resources and provide strategies for a comprehensive approach to upgrading when necessary. The following are among the principal goals that the Coastal Element intends to achieve regarding visual resources:

- Preservation of vistas from coastal bluffs and the protection of the natural land form of the bluffs.
- Improvement of the scenic and visual qualities of Pacific Coast Highway and other coastal routes through sign regulation, parking lot landscaping and design review of new development.
- Enhancement of natural areas so they can provide aesthetic amenities as well as biological benefits.
- The general enhancement of coastal scenic resources through design review of all new development, undergrounding transmission lines, screening oil facilities, preserving mature trees, and litter clean-up and control.

WATER and MARINE RESOURCES



section 5

DEFINITIONS

AERATION:

Process in which air is circulated through water to increase the amount of dissolved oxygen.

AQUACULTURE:

The cultivation of aquatic plant and animal species.

BAFFLE:

A plate, wall, screen, or other device, which can be installed in a storm drain to catch floating debris.

BARRIER WELLS:

The injection and extraction of water through wells to control sea water intrusion.

DIKE:

An embankment or low dividing wall of earth or stone used to control and confine water.

DREDGE:

To dig or deepen a waterway.

EFFLUENT:

Waste material (such as smoke, liquid industrial refuse, or sewage) discharged into the environment.

ENTRAIN:

To draw in and transport through the flow of a fluid.

MITIGATION MEASURE:

A program or facility that controls or lessens the severity of adverse impacts.

PATHOGENIC:

Causing or capable of causing disease.

POLLUTANT:

Anything that contaminates a medium (air, water or soil) with some form of undesirable matter or energy.

SALTWATER INTRUSION:

Situation in which the ocean comes in contact with and contaminates fresh water.

SILT:

Loose sedimentary material, dirt or soil in which most of the particles are extremely small (1/20 millimeter or less).

THERMAL DISCHARGE:

The release of hot water from industrial cooling or processing operations or from electrical power production.

TURBIDITY:

A state of reduced clarity in a fluid caused by the presence of suspended matter.

WASTEWATER RECLAMATION:

A process of purifying and recycling domestic and industrial wastewater.

COASTAL ACT POLICY

30230. Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

30231. The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

30233. (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland; provided, however, that in no event shall the size of the wetland area used for such boating facility, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, be greater than 25 percent of the total wetland area to be restored.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities.

(5) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource-dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

(c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study, commercial fishing facilities in Bodega Bay, and development in already developed parts of south San Diego Bay, if otherwise in accordance with this division.

30235. Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

30236. Channelizations, dams, or other substantial alterations of rivers and streams shall incorporate the best mitigation measures feasible, and be limited to (1) necessary water supply projects, (2) flood control projects where no other method for protecting existing structures in the flood plain is feasible and where such protection is necessary for public safety or to protect existing development, or (3) developments where the primary function is the improvement of fish and wildlife habitat.

Other policies related specifically to wetlands are presented and discussed in Section 6.0, Environmentally Sensitive Habitats.

5. Water and Marine Resources and Diking, Dredging, Filling and Shoreline Structures

5.1 BACKGROUND

Water in the Huntington Beach coastal zone serves a variety of purposes. It is a recreational and visual resource, a habitat for marine life, a recipient of outfall wastes and storm water runoff, and a cooling medium for the Edison Power Plant. Coastal water and marine resources include the ocean, the Huntington Harbour waterways, flood control channels and wetlands. The Coastal Act requires that the biological productivity and quality of these resources be maintained and, where feasible, restored.

The City's coastal zone is primarily urban in nature. As such, the water and marine resources in the area are impacted by pollutants normally associated with urban activities and land uses. The list of potential pollutants is quite long and includes: fertilizers, pesticides, vehicle hydrocarbons, greases, oil, rubber, plastics, asbestos, paint and metal fragments, bacteria organisms, and coarse litter, all of which can enter coastal waters through storm drains and flood control channels; heat or thermal pollution from the Edison power plant ocean outfall; organic material, bacteria, viruses and possibly toxic substances from the County sanitation treatment plant ocean outfall; and clays, brines and oil residues from oil production activities. Water and marine resources are also impacted by sewage and litter from boating activities on the Huntington Harbour waterways and by turbidity and disruption of sediments associated with diking, dredging and other waterfront construction activities. In addition, salt water intrusion from the ocean is a potential threat to the quality of the City's groundwater resources.

The quality of coastal waters is a concern of greater-than-local significance, and the protection and enhancement of water quality have been recognized by the State and federal governments as important public goals. For this reason, the major responsibility for establishing and enforcing water quality standards rests with regional, State and federal agencies.

At the national level, the Federal Water Pollution Control Act Amendments of 1972 (PL 92-500) established uniform effluent limitations and required states to set water quality standards. Implementation of federal water pollution law relies largely on National Pollutant Discharge Elimination System (NPDES) permits. Every wastewater outfall must have an NPDES permit. The conditions of each permit set restrictions on the types and quantities of substances that can be discharged and can also establish specific testing, monitoring and reporting procedures.

In the Huntington Beach area, NPDES permits are administered by the Regional Water Quality Control Board (RWQCB) which has jurisdiction over effluent and recycled water. The RWQCB interprets and regulates standards to be maintained in the region under Environmental Protection Agency (EPA) regulations, issues permits, requires reports from industries and agencies, investigates complaints, and issues citations. It has no testing operation, however, and relies on a number of County agencies to monitor water quality.

The Federal Water Pollution Control Act Amendments of 1972 also mandate the development of areawide wastewater treatment management plans at the regional level (Section 208). The Southern California Association of Governments (SCAG) has prepared a Section 208 areawide plan for the South Coast Region which is designed to integrate waste treatment management with population, housing, employment and land use forecasting; air quality management; sewage treatment facility capacity needs; and water quality assessments and control.

Monitoring or testing of water quality in Huntington Beach waters is done by several agencies. The Orange County Environmental Management Agency monitors the temperature, acidity, dissolved oxygen content, heavy metals content and other physical parameters of waters in Huntington Harbour, Anaheim, Sunset and Bolsa Bays and in inland flood control channels.

The Orange County Sanitation District maintains a testing operation to monitor effluent as it leaves the sanitation plant and at its outfall. Ocean water is periodically tested at various strategic points in the vicinity of the outfall.

The Orange County Human Services Agency (Public Health and Medical Services Department) monitors bacteria levels in Huntington Harbour and in the ocean water off of the City's beaches. This agency also tests mussels taken from the Municipal Pier and clams from the Talbert Flood Control Channel for various contaminants. All of these County agencies report their testing results to the RWQCB.

Diking, dredging and fill activities in coastal waters are regulated by the U.S. Army Corps of Engineers, the State Fish and Game Department, and the State Lands Commission. Control of such activities is discussed in greater detail in Section 6.

Although in all the above cases regional agencies have the primary responsibility for water quality maintenance, there are local strategies which can be used to supplement and complement regional efforts.

5.2 ANALYSIS

As mentioned above, it would be infeasible and inefficient for the City to assume all responsibility for water quality now held by other jurisdictions. However, water quality problems in the coastal zone which the City can address include:

5.2.1 Storm Water Runoff

Storm water runoff discharges millions of pounds of pollutants annually into coastal waters. Storm water flows into a system of City and County drainage facilities and is ultimately discharged into the ocean either directly or through the Anaheim-Sunset-Bolsa Bay system.

The City can upgrade water quality by controlling pollutants which enter coastal waters through urban runoff. For example, the floating oil and coarse litter introduced through storm drains can be diminished by interception devices installed on the drains above their discharge points. A typical arrangement might consist of a chamber separated into two or more compartments by baffles or screens extending above and partially below the water surface. Oil and floating debris are trapped behind these screens. A related technique would use retention basins to hold runoff and allow sediments to settle out of the water before discharge into the receiving water body. The City will require that new development employ retention basins and storm drains with baffled compartments where uncontrolled drainage could damage sensitive areas.

5.2.2 Thermal Discharge from the Edison Power Plant

The Edison plant takes in ocean water for cooling and then discharges the heated water back into the sea. Research to date has been inconclusive in determining the exact impacts of such discharges. Certain native species may no longer find the area habitable, whereas warmer water species may be attracted to it.¹

The power plant's cooling water system also traps or "entrains" fish and other organisms when the facility takes in ocean water. Many of these entrained organisms die. Although the loss is not considered detrimental to commercial or recreational fishing resources, it is an adverse impact.

¹ South Coast Regional Coastal Commission, Life in the Sea, May, 1974.

On-going regulation of thermal discharges and other pollutants is not within the City's purview; but is extensively regulated under state and federal law. The Coastal Element does encourage maximum feasible mitigation measures before new or expanded cooling facilities will be permitted in the coastal zone.

5.2.3 Wastewater Outfalls and Monitoring Practices

In addition to the Edison plant's thermal discharge outfall, there are three other wastewater outfalls in the Huntington Beach coastal zone: the County Sanitation District's Treatment Plant No. 2 outfall and two pipelines which discharge wastewater from oil operations.

Treated sewage effluent is discharged into the ocean and harbor waters of Huntington Beach at a rate of 180 million gallons per day from the County Sanitation District's outfall five miles offshore. The sewage before treatment can contain pathogenic bacteria and viruses which can constitute a public health hazard and heavy metals and other pollutants which can constitute a hazard to marine life.² Thus, careful monitoring of treatment processes and testing of the effluent and receiving waters is warranted to ensure dangerous materials are not being discharged into the ocean.

Dangerous materials can sometimes be concentrated in shellfish, such as clams, which are eaten. Present bacterial counts in nearshore waters periodically exceed the stringent standards established for shellfish-growing waters, and some shellfish show high bacterial levels, particularly in the Talbert Flood Control Channel. Local shellfish are an important resource which attract a large number of clammers. Contamination of these harvestable resources by disease-causing organisms is a health and economic concern.³

The County Sanitation District has an ongoing program to improve treatment which will result in over half of its projected flows receiving improved (secondary) treatment by 1980. Full secondary treatment is projected by 1985.

The two largest oil companies in the City, Chevron and Aminoil, operate their own wastewater outfalls. Aminoil has an NPDES permit to discharge treated runoff and treated oil field production water. Chevron has a permit to discharge treated runoff under emergency situations, and has applied for permission to use this facility on a more regular basis.

² County Sanitation Districts of Orange County, Environmental Impact Statement: Wastewater Management Program, March, 1977.

³ Ibid.

The City is concerned that the quality of local waters such as Huntington Harbour and the swimming areas along the public beaches be consistently maintained to the appropriate standard as set by the State through the RWQCB. There is evidence to suggest that current County and regional monitoring programs may be inadequate in certain areas. In the Anaheim, Sunset and Bolsa Bays, the County EMA conducts an ongoing monitoring program of limited scope. An effort to conduct specific Section 208 studies for this area uncovered a lack of adequate water quality data.

The Orange County Sanitation District received a "Cease and Desist Order" from the RWQCB in April, 1979, for the discharge of sludge directly into the Pacific Ocean from its Huntington Beach outfall. At the same time, the RWQCB also identified several examples where the County Sanitation District has not provided required information on monitoring and the disposal of effluent and sludge.

The City has also received numerous complaints from citizens regarding the poor water quality in Huntington Harbour.

These examples suggest that the current monitoring and reporting practices may be inadequate. Until the mid-1970's, the City monitored water quality in several target areas including Huntington Harbour and in the ocean near the various outfalls. The City still has significant water quality monitoring equipment. Considering the evidence that existing monitoring practices may be inadequate and that important recreational and biological resources may be jeopardized, the City will investigate the need to reestablish the monitoring of several target areas as part of its Local Coastal Program.

5.2.4 Oil Production

Spills are probably the most serious potential water quality problem resulting from oil activities. These are discussed in Section 7.

Oil production is a significant source of wastewater entering City sewerage. The City requires that wastewater from oil activities be cleared to 100 mg of oil/liter before discharge into City sewerage. Liquid wastes which cannot meet this standard must be trucked to approved disposal facilities.

Runoff from oil well and tank sites is a potential water pollution source since it may include oil, solids, sulfur wastes, and drilling muds and their additives. On the principal Chevron and Aminoil leases, this runoff is collected in basins or sumps and treated in the separation facilities before disposal into public sewerage or the ocean.

On smaller parcels, the City requires "cellars" around the oil wells and dikes around tanks to help contain oil contaminated runoff (as well as any spills or leaks).

Despite these containment systems, contaminated runoff does occasionally leave the oil sites where it usually runs into storm drains or natural collection basins. The City will review its existing ordinances regulating oil production to ensure that current pollution prevention measures are the best practicable to protect coastal water resources.

Oil wells can contaminate groundwater. However, this has not been a problem in Huntington Beach. The State Division of Oil and Gas has strict requirements to protect and monitor oil operations to ensure that groundwater is protected.

5.2.5 Diking, Dredging, Filling and Shoreline Structures

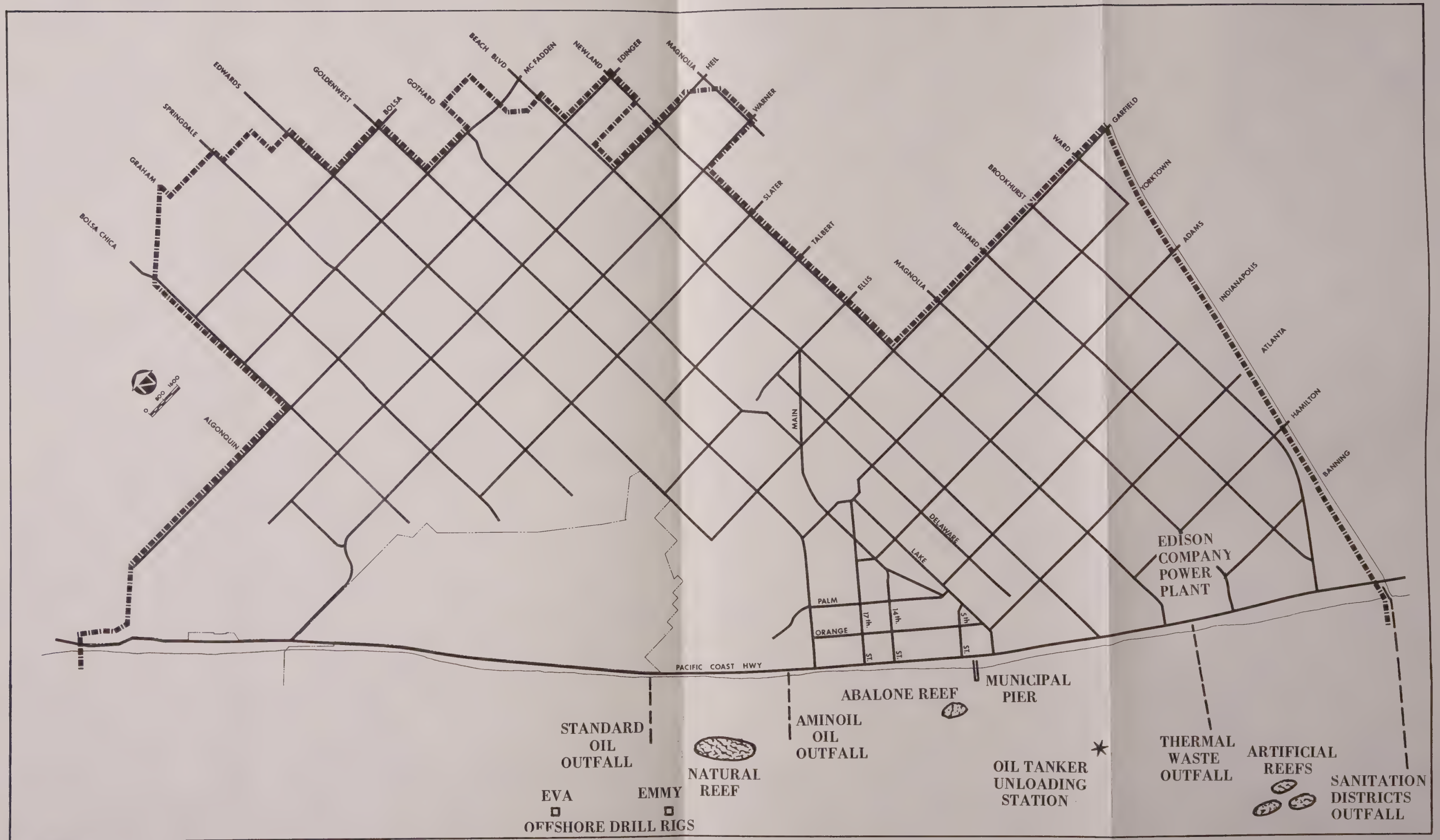
Waterfront construction activities involving diking, dredging and filling create water turbidity through disturbance of the earth banks or channel bottoms. Such turbidity quickly subsides when excavation is stopped.

A number of diking, dredging and filling operations occur in the Huntington Beach coastal zone. Diking operations are being carried out in both the City and the County flood control channels as a result of on-going projects to control surface water flows. Dikes are used to direct drainage in development areas. In addition, the oil companies in the Bolsa Chica have constructed service roads for their oil operations which serve as dikes. Dredging in the coastal zone for new construction has centered in the Huntington Harbour area over the past few years. Maintenance dredging is also necessary in Huntington Harbour channels because of silt deposits from runoff that empties into the channels from City and County storm drains. Filling operations occur as part of new development.

Detrimental environmental impacts associated with diking, dredging and filling operations include high mortality of marine organisms trapped in the dredged material, burial and smothering of organisms by fill material, reduction of fish populations due to impacts of increased suspended sediments (turbidity), and overcrowding of organisms in adjacent waters. In addition, harmful pollutants often settle into bottom sediments. Dredging tends to resuspend these contaminants in the water.⁴

In order to limit any adverse affects of diking, dredging and filling activities the City's coastal plan limits those activities to the specific conditions outlined in Section 30232 of the Coastal Act and requires mitigation of adverse impacts to the maximum extent feasible.

⁴ United States Army Corps of Engineers, Environmental Impact statement, Maintenance Dredging, Existing Navigation Projects, San Francisco Bay Region, 1975.



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Shoreline Structures

Figure 5.1

Existing shoreline structures in the coastal zone include the Municipal Pier, the County Sanitation District outfalls, the Edison Plant intake and outflow pipes, the Aminoil and Chevron Oil Company outfalls, the Gulf tanker unloading platform, three offshore oil platforms and three artificial reefs. (See Figure 5.1.) The physical presence of the structures themselves does not have a significant impact on water quality.

The City is currently planning to restore the Municipal Pier and mitigate structural damage that has occurred due to natural aging and storms. Displacement and dredging of sand around the existing pilings of the pier will occur during restoration activities and will have temporary detrimental impacts on surrounding marine organisms. The City will require mitigation of significant adverse impacts on water resources during pier restoration.

5.2.6 Boating Activities and Huntington Harbour

Boating activities are responsible for small amounts of copper (contained in anti-fouling paints) and fuel residues which enter Huntington Harbour. Boating fuels contribute approximately 30 pounds of lead and two tons of oil each year to the harbor. Boathead wastes (that is, discharges from the toilets and kitchens of boats) contribute additional pollutants.⁵

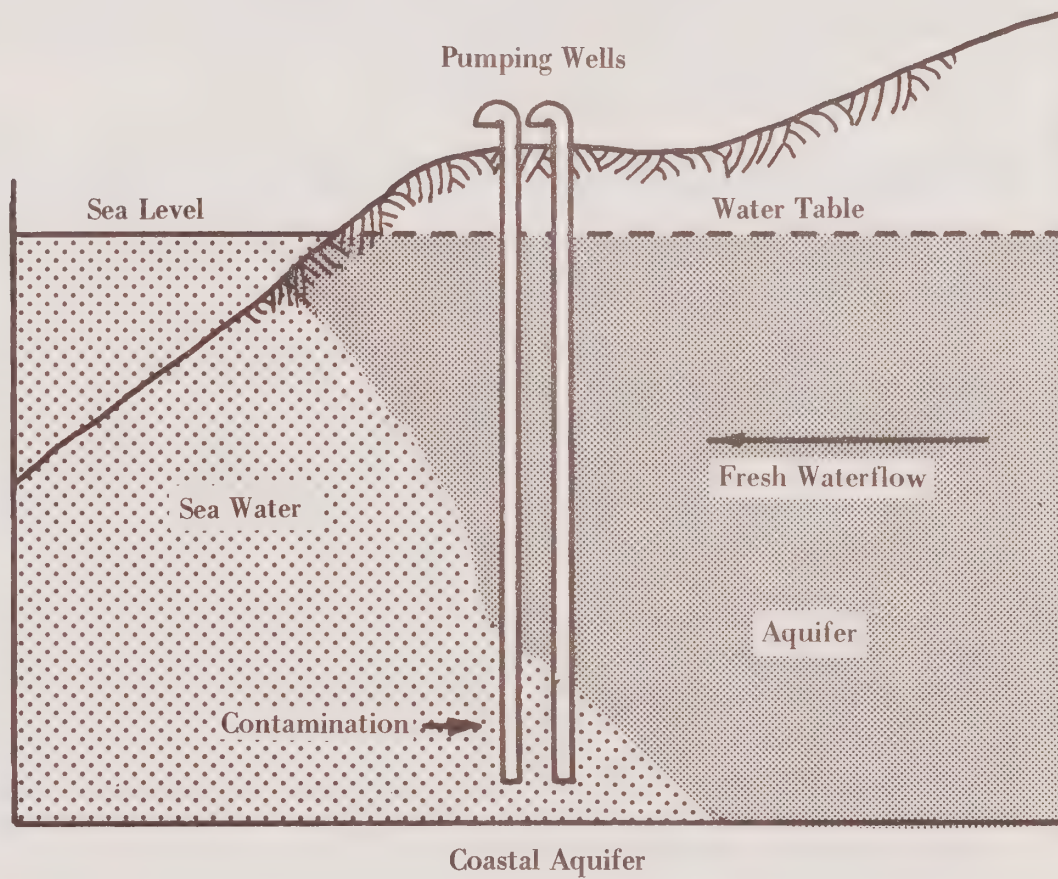
The City currently has an ordinance prohibiting the discharge of waste from boatheads into harbor areas. Some slips in Huntington Harbour have been furnished with pump-out devices which connect docked boats to a pump by means of a hose coupling. This arrangement helps assure compliance with the City ordinance. If a problem of nuisances or high bacterial readings from boatheads develops, the City will investigate strategies, in addition to the existing ordinance, to mitigate this impact.

Another potential water quality problem in Huntington Harbour is low dissolved oxygen due to lack of circulation or aeration. An artificial aeration system has been installed in Long Channel of Huntington Harbour to counteract low dissolved oxygen conditions. Artificial aeration systems would be desirable in all the side channels for use during times when dissolved oxygen conditions in the bay become generally depressed. If monitoring data indicate low dissolved oxygen levels in the Harbour, a more extensive aeration program in those waterways should be considered.

5.2.7 Saltwater Intrusion

Saltwater intrusion is of great concern in the Orange County area, where groundwater is one of the primary sources of water supply for municipal and industrial needs. Water contained in continuous underground rock strata will generally have high salt content close to the ocean and essentially no salt content further inland. Extensive pumping of groundwater reserves can allow saltwater to flow inland towards the fresh water wells.

⁵ Environmental Impacts Profiles, Draft Environmental Impact Report 75-1, Huntington Harbour Capacity Study, September 1975.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Salt Water Intrusion

Figure 5.2

The areas of concern with respect to saltwater intrusion in Huntington Beach are the floodplains or "gaps" between the coastal mesas: the Santa Ana (or Talbert), the Bolsa and the Sunset Gaps.

There is no indication of saltwater intrusion extending into the Bolsa and Sunset Gaps beyond the Newport-Inglewood Fault Zone. The series of faults at these locations has effectively created a barrier between salt and fresh water further inland. This has not been the case in the Santa Ana Gap. Saltwater intrusion has progressed about four miles inland from the coast resulting in slightly degraded water. Intrusion has since been pushed back and stabilized at approximately three miles by a salinity barrier constructed by the Orange County Water District (the "Barrier Wells" project). The City will support this project to help ensure vital water resources are protected.

5.2.8 Water Conservation

As discussed above, fresh water is an important coastal resource essential to the public health and welfare. Consequently, the City will review its existing water conservation requirements and investigate the feasibility of requiring further conservation measures in the design of new projects in the coastal zone.

5.3 CONCLUSION

Although much of the responsibility for protection of water resources lies with regional and State agencies, there are several measures the City can take to help further protect and enhance coastal waters. Through the land use plan and accompanying policies and actions, the City aims toward achieving the following:

- Establishment of a water monitoring program if necessary for selected target areas in the coastal zone to ensure water and marine resources are adequately protected.
- Reduction in storm drain-related pollution by requiring baffled catch basins in large-scale new developments where drainage could damage sensitive areas.
- Improvement of water quality in Huntington Harbour by additional boathead regulation and expanded aeration strategies, if necessary.
- Protection of freshwater aquifers by supporting the County's "Barrier Wells" program.
- Increased water conservation by investigating the feasibility of requiring conservation measures in the design of new projects in the coastal zone.

ENVIRON- MENTALLY SENSITIVE HABITATS



section 6

DEFINITIONS

AQUATIC ECOSYSTEM:

An area where organisms grow or live in the water and interact with each other.

BIOLOGICAL QUALITY:

The ability of an area to support living organisms.

BUFFER:

Any of various devices (land, fencing, vegetation) which serve to separate adjacent land uses in order to lessen any adverse impacts of one land use on another.

CONSERVATION:

Planned management of a natural resource to prevent exploitation, destruction or neglect.

CONTINGENCY PLANNING:

Planning for events that are of possible but uncertain occurrence.

ECOLOGICAL RESERVE:

Officially determined area being preserved for its environmental value.

ECOSYSTEM:

The complex of a community and its environment functioning as a unit in nature.

ENVIRONMENTALLY SENSITIVE HABITAT:

Any area in which plant or animal life or their habitats are rare or especially valuable and which could be easily disturbed or degraded by human activities and developments.

FILL:

Any earth or any other substance or material placed in submerged area.

HABITAT:

The place or type of site where a plant or animal naturally lives and grows.

INDICATOR SPECIES:

Species which are representative of a specific area or habitat.

PREEMPT:

To take jurisdiction away from an existing agency or entity.

TIDAL FLUSHING:

A process in which normal tidal action results in continual exchange of ocean water within a wetland.

WETLAND:

Land where the water table is at, near, or above the land surface long enough to promote the formation of wet soils or to support the growth of salt resistant marsh plants.

COASTAL ACT POLICY

30240. (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on such resources shall be allowed within such areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

30411. (b) The Department of Fish and Game, in consultation with the Commission and the Department of Navigation and Ocean Development, may study degraded wetlands and identify those which can most feasibly be restored in conjunction with development of a boating facility...Any such study shall include consideration of all the following:

- (1) Whether the wetland is so severely degraded and its natural processes so substantially impaired that it is not capable of recovering and maintaining a high level of biological productivity without major restoration activities.
- (2) Whether a substantial portion of the degraded wetland, but in no event less than 75 percent, can be restored and maintained as a highly productive wetland in conjunction with a boating facilities project.
- (3) Whether restoration of the wetland's natural values, including its biological productivity and wildlife habitat features, can most feasibly be achieved and maintained in conjunction with a boating facility or whether there are other feasible ways to achieve such values.

30607.1 Where any dike and fill development is permitted in wetlands in conformity with this division, mitigation measures shall include, at a minimum, either acquisition of equivalent areas of equal or greater biological productivity or opening up equivalent areas to tidal action; provided, however, that if no appropriate restoration site is available, an in-lieu fee sufficient to provide an area of equivalent productive value or surface areas shall be dedicated to an appropriate public agency, or such replacement site shall be purchased before the dike or fill development may proceed. Such mitigation measures shall not be required for temporary or short-term fill or diking; provided that a bond or other evidence of financial responsibility is provided to assure that restoration will be accomplished in the shortest feasible time.

Other provisions related to wetlands are relevant to sensitive habitat areas in the Huntington Beach coastal zone.

Other policies involving diking, dredging and filling which could affect habitat areas in the City's coastal zone are listed in Section 5.0, Water and Marine Resources.

6. Environmentally Sensitive Habitats

6.1 BACKGROUND

An "environmentally sensitive habitat" is any area in which plant or animal life is either rare or especially valuable and could be easily disturbed or degraded by human activities and developments. The Coastal Act requires that local coastal plans delineate these environmentally sensitive habitats and establish policies for their protection and enhancement.

6.1.1 Environmentally Sensitive Habitats in the Huntington Beach Coastal Zone

Two areas in the coastal zone of Huntington Beach have been preliminarily identified as environmentally sensitive habitats: 1) a nesting sanctuary for the California least tern (a bird species considered endangered by both the State and federal governments) located on the Huntington State Beach; 2) a possible wetland area located between the southern end of the Southern California Edison plant and Brookhurst Street. (See Figures 6.1 and 6.2.)

Least Tern Nesting Sanctuary

The California least tern is a bird species which is native to Southern California coastal salt marshes. These birds nest on sandy beaches close to wetlands and estuaries where they feed on small fish. Encroaching development has resulted in loss of feeding grounds, and heavy recreational use of sandy beaches has disrupted natural nesting areas. These factors have threatened the existence of the least tern.



60.

To help protect the least tern from extinction, a five-acre fenced nesting area was created in 1969 on the Huntington Beach State Beach. This nesting sanctuary is a permanent facility and is maintained by the State Department of Parks and Recreation. The tern colony nesting there was one of the three largest in the State in 1978, and it is ranked first in terms of nesting success.¹

Wetlands

The City believes that the definition of "wetlands" in the Coastal Act could be improved to better identify environmentally important areas the Act intends to protect. Nonetheless, the State legislature did adopt the following definition of "wetlands" in the Coastal Act:

"Land within the coastal zone which may be covered periodically or permanently with shallow water and include salt water marshes, freshwater marshes, open or closed brackishwater marshes, swamps, mudflats and fens."

The Coastal Act prohibits diking, dredging and filling of wetlands except for very limited purposes related to energy production, boating and other regionally important activities.

Wetland areas within the City have been preliminarily identified by representatives from the State Coastal Commission, State Department of Fish and Game (DFG), U.S. Army Corps of Engineers (COE), and the U.S. Fish and Wildlife Service (USFWS). These agencies conducted an explicit delineation of the boundaries and biological value of the wetlands. The results of this effort are included in an appendix to the background report on Environmentally Sensitive Habitats prepared by the City's Development Services Department.

Figure 6.2 shows the potential wetland areas between Beach Boulevard and the Santa Ana River. The primary resource value of those coastal wetland areas is their function as habitat for water-associated and marsh-dependent bird species. The Belding's savannah sparrow, and California least tern, both endangered species, feed in the area and the Belding's savannah sparrow nests there. The physical characteristics, natural resource values and unique features of the area are discussed in greater detail in the document prepared by the DFG for the Regional Coastal Commission staff which is an appendix to this plan. Comprehensive lists of wetland indicator plant species and the bird species observed on the site are included in the report.

The City has indicated visitor-serving and energy expansion uses for these areas with the expectation that in exchange for development rights, certain of these areas will be restored and enhanced.

Though the area known as the Bolsa Chica is not located in the jurisdiction of the City of Huntington Beach, at this time, the City considers it imperative to contribute meaningful influence on the resolve of the area's future uses.

1. The City urges all appropriate State and Federal agencies to accelerate efforts to positively define only specific acreage in the Bolsa Chica which, in fact, can be scientifically justified as environmentally sensitive habitat. In addition, the City requests and urges these agencies to provide precise recommendations as to the economic feasibility of rehabilitation of such designated ecologically sensitive areas.

When these State and Federal responsibilities are properly presented and accepted, the City will totally support the preservation of such designated environmentally sensitive habitat areas.

2. Residual acreage in the Bolsa Chica which is not included in State and Federal designation of environmentally sensitive habitat areas will be supported by the City for full development of compatible land uses. Further, it is the City's intentions that such uses will not be burdened with unrealistic or excessive set backs and other restrictive ordinances and codes intended to arbitrarily force sanctions against compatible land use development.
3. It is further intended by the City to instruct and direct staff to organize and structure a format by which the City can open, as soon as possible, negotiations and discussions with the property owner of record of the subject Bolsa Chica land and the County of Orange for the purpose of achieving annexation of the Bolsa Chica into the City of Huntington Beach.

6.1.2 Regional and Local Interests in Wetland Areas

Wetlands are recognized as especially valuable areas which provide numerous public benefits including 1) breeding and "nursery" areas for marine species with commercial and recreation value, 2) habitat for numerous wildlife species including rare and endangered varieties, 3) natural flood control, and 4) aesthetic amenities. The loss of coastal wetlands in Southern California has been dramatic and drastic. Most of those that remain have been altered, damaged or otherwise threatened. The protection of these increasingly scarce ecosystems is recognized in the Coastal Act as an important greater-than-local goal.

6.1.3 State and Federal Agencies Responsible for Wetlands Protection

Local control over development in wetlands has been largely pre-empted by State and federal agencies because of the greater-than-local value of these areas. The principal agencies charged with protection of wetlands are discussed below.

Federal Agencies

The Army Corps of Engineers (COE) has permit authority over any development that would discharge dredged or fill material into waters of the United States, including wetlands.

The U.S. Fish and Wildlife Service (USFWS) reviews permits before they are issued by the Corps of Engineers. A permit cannot be issued over the objection of the USFWS, however, it can be appealed at the State or federal levels. Permits must also be consistent with guidelines issued by the USFWS, the Environmental Protection Agency and the California Coastal Zone Management Program.

State Agencies

The Coastal Commission has authority to regulate activities in wetlands and to protect against any significant disruption of habitat values. The Department of Fish and Game (DFG) must issue a written statement that important ecological resources have been protected prior to approval of any project in a wetland. The DFG also has the responsibility of proposing plans to protect, preserve, restore, acquire and manage wetlands.

6.2 ANALYSIS

6.2.1 Restrictive Land Uses

The City's principal strategy for protecting environmentally sensitive habitats is to designate them as "visitor-serving commercial", "conservation," and "industrial energy production" with the intent that development proposals will be accompanied by strategies to enhance significant wetland areas adjacent to the proposed project.

6.2.2 Buffers

In addition to evaluating development in the wetland areas to ensure significant habitat values are not destroyed, the City also requires buffers to the most sensitive areas. In some cases, such as the area adjacent to the Bolsa Chica, the buffer will be a setback along the Huntington Beach Mesa bluff. Other acceptable buffers in areas where large setbacks are infeasible would be elevation changes or barriers which inhibit access. The City will study buffer strategies and catalogue those which protect the habitat value of wetlands in aesthetically pleasing ways.

6.2.3 Aesthetic and Biological Improvements

The City specifically promotes the enhancement and/or restoration of environmentally sensitive habitats. The City will investigate funding opportunities from sources such as the California Coastal Conservancy for such enhancement projects. The City will also require that any habitat restoration strategies include measures to ensure against flooding in surrounding properties.

Another measure will be to encourage plantings and other improvements to the flood control channel embankments and to the edges of the wetland areas to increase species diversity, provide better screening and to promote their visual attractiveness.

Additional protection is afforded by measures which require review of oil spill plans to ensure sensitive areas are protected. (See Section 10.)

6.2.4 Public Access

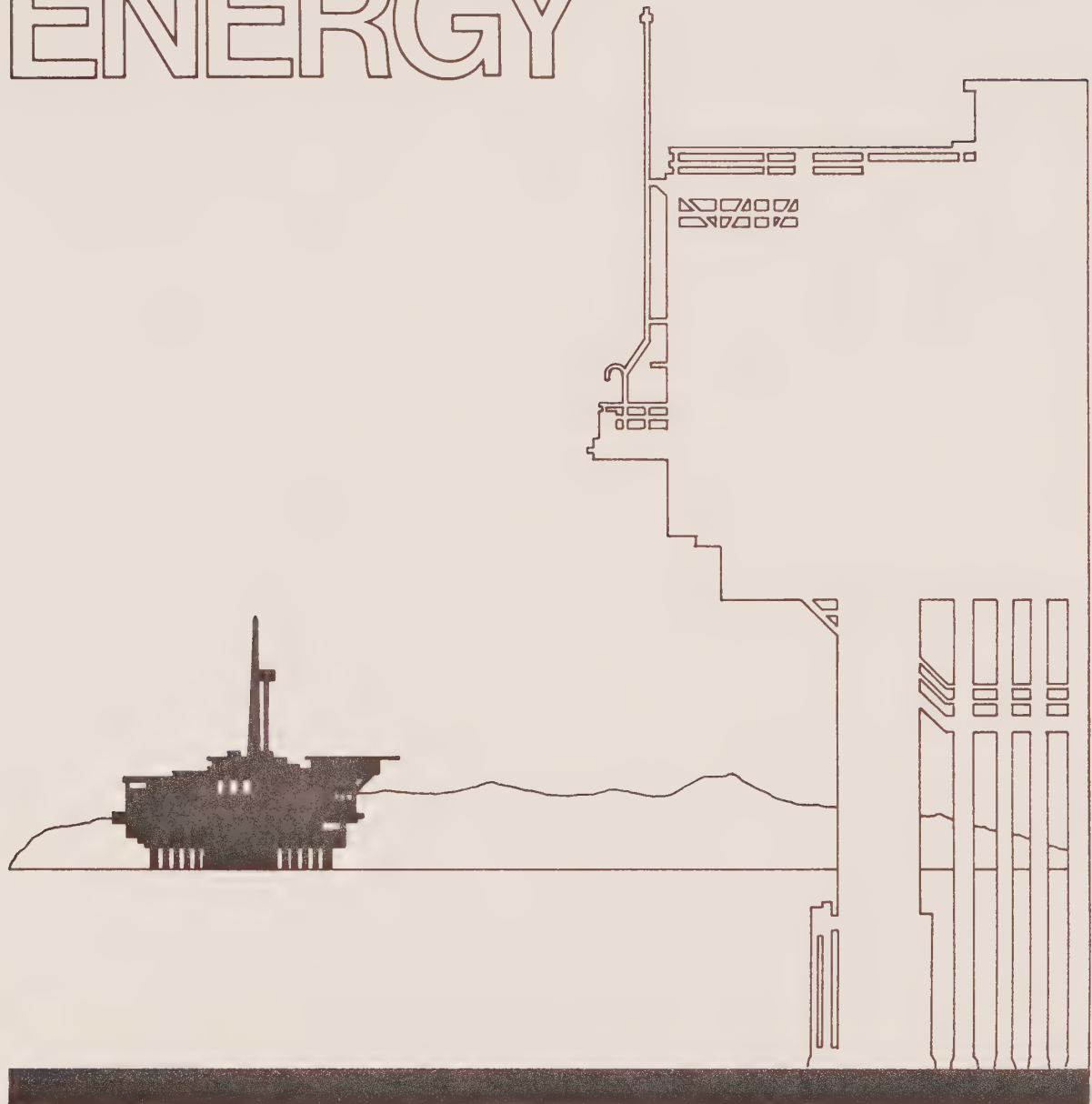
In coordination with the aesthetic and biological enhancement of the wetlands, the City encourages low-impact public access to allow nature study and enjoyment of amenities. The City will investigate strategies to provide boardwalks, peripheral trails, interpretive exhibits and other educational facilities in or adjacent to coastal wetlands so long as such activities do not significantly disrupt any habitat values or impair the viability of the ecosystem.

6.3 CONCLUSION

The City's coastal plan complements efforts by State and federal agencies to protect and enhance sensitive habitat areas. Principal objectives of the plan include:

- Protection of significant habitat areas by requiring wetland enhancement and buffers in exchange for development rights.
- Improved contingency plans related to oil and toxic material spills to protect these high priority areas.
- Improvement of the aesthetic and biological quality of wetland areas.

ENERGY



section 7

DEFINITIONS

COAL GASIFICATION:

Process by which solid coal is transformed into a gaseous state in which it can be used as an alternative energy source.

CONFLAGRATION:

A large, destructive fire.

CONSOLIDATION:

Concentration of many oil facilities into small "islands" from which large underground areas can be tapped.

CRUDE OIL:

Oil which is in its natural condition; unrefined.

DENOX:

An air pollution control device which removes nitrogen oxides from the boiler flue emissions of an electric power plant.

DIRECTIONALLY DRILLED:

A well drilled at an angle because it is inconvenient to site the well directly above the productive area being tapped.

ENHANCED OIL RECOVERY:

Name generally given to oil recovery technologies designed to extract oil left in the pools after secondary production.

INJECTION:

Process in which pressurized water, steam, or other fluid is forced through existing oil wells in order to flush out additional oil which cannot be removed simply by pumping.

INTERSTATE POWER GRID:

A system of facilities used to generate and transmit electrical power through more than one state.

JURISDICTION:

Authority or legal power to plan or regulate certain activities in a defined area.

OFFSHORE PLATFORMS:

Platforms where oil is extracted from strata beneath the seafloor.

OIL CODE:

A catalogue of municipal ordinances related to oil production activities.

OIL SPILL:

Accidental emission of oil into the environment.

REFINE:

To purify and treat crude oil, making it suitable for use as a lubricant or fuel.

SECONDARY PRODUCTION:

Recovery of oil using additional processes after drilling and pumping, such as injection of water.

SUBSEA:

Below the ocean's surface.

TANK FARM:

An area which has been designated for the primary use of storing oil or other liquids.

TANKER:

A ship especially equipped to carry large quantities of oil or other liquids.

TRANSMISSION LINES:

Power lines used to transfer energy or electricity from a power plant to the surrounding area.

TURBINE:

An engine or motor driven by the pressure of steam, water or air.

UNITIZATION:

The sharing of oil facilities by more than one company.

COASTAL ACT POLICY

30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland.

30260. Coastal-dependent industrial facilities shall be encouraged to locate or expand within existing sites and shall be permitted reasonable long-term growth where consistent with this division. However, where new or expanded coastal-dependent industrial facilities cannot feasibly be accommodated consistent with other policies of this division, they may nonetheless be permitted in accordance with this section and Sections 30261 and 30262 if (1) alternative locations are infeasible or more environmentally damaging; (2) to do otherwise would adversely affect the public welfare; and (3) adverse environmental effects are mitigated to the maximum extent feasible.

30261.a Multicompany use of existing and new tanker facilities shall be encouraged to the maximum extent feasible and legally permissible, except where to do so would result in increased tanker operations and associated onshore development incompatible with the land use and environmental goals for the area. New tanker terminals outside of existing terminal areas shall be situated as to avoid risk to environmentally sensitive areas and shall use a monobuoy system, unless an alternative type of system can be shown to be environmentally preferable for a specific site. Tanker facilities shall be designed to (1) minimize the total volume of oil spilled, (2) minimize the risk of collision from movement of other vessels, (3) have ready access to the most effective feasible containment and recovery equipment for oil spills, and (4) have onshore deballasting facilities to receive any fouled ballast water from tankers where operationally or legally required.

30262. Oil and gas development shall be permitted in accordance with Section 30260, if the following conditions are met:

- (a) The development is performed safely and consistent with the geologic conditions of the well site.
- (b) New or expanded facilities related to such development are consolidated, to the maximum extent feasible and legally permissible, unless consolidation will have adverse environmental consequences and will not significantly reduce the number of producing wells, support facilities, or sites required to produce the reservoir economically and with minimal environmental impacts.
- (c) Environmentally safe and feasible subsea completions are used when drilling platforms or islands would substantially degrade coastal visual qualities unless use of such structures will result in substantially less environmental risks.
- (d) Platforms or islands will not be sited where a substantial hazard to vessel traffic might result from the facility or related operations, determined in consultation with the United States Coast Guard and the Army Corps of Engineers.

- (e) Such development will not cause or contribute to subsidence hazards unless it is determined that adequate measures will be undertaken to prevent damage from such subsidence.
- (f) With respect to new facilities, all oilfield brines are reinjected into oil-producing zones unless the Division of Oil and Gas of the Department of Conservation determines to do so would adversely affect production of the reservoirs and unless injection into other subsurface zones will reduce environmental risks. Exceptions to reinjections will be granted consistent with the Ocean Waters Discharge Plan of the State Water Resources Control Board and where adequate provision is made for the elimination of petroleum odors and water quality problems.

Where appropriate, monitoring programs to record land surface and near-shore ocean floor movements shall be initiated in locations of new large-scale fluid extraction on land or near shore before operations begin and shall continue until surface conditions have stabilized. Costs of monitoring and mitigation programs shall be borne by liquid and gas extraction operators.

30264. Notwithstanding any other provision of this division, except subdivisions (d) and (c) of Section 30413, new or expanded thermal electric generating plants may be constructed in the coastal zone if the proposed coastal site has been determined by the State Energy Resources Conservation and Development Commission to have greater relative merit pursuant to the provisions of Section 25516.1 than available alternative sites and related facilities for an applicant's service area which have been determined to be acceptable pursuant to the provisions of Section 25516.

30232. Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

30250 (b) Where feasible, new hazardous industrial development shall be located away from existing developed areas.

7 Energy

7.1 BACKGROUND

The Huntington Beach coastal area is a center for important energy-related activities. Part of the coastal zone sits on top of the seventh largest oil field in California. Wells from offshore platforms and from onshore sites, including many in the coastal zone, tap these underground oil pools. The coastal zone also accommodates facilities to treat, store and transport the oil and gas extracted through these wells. Foreign oil unloaded at a mooring about a mile offshore from the City is piped to shore under the beach and stored at a tank farm just outside the coastal zone. Nearby, within the coastal zone, is the Southern California Edison power plant. Related facilities, including a large tank farm, substations and high-voltage transmission lines, are also located in the coastal zone. In all, energy uses occupy about 11 percent of the City's coastal zone.

7.1.1 Regional and Local Issues in Coastal Energy Planning

The energy facilities in the Huntington Beach coastal zone serve a greater-than-local community. The Edison plant provides electricity to much of Southern California and is part of an interstate power grid. The oil extracted from the Huntington Beach field and the foreign oil landed at the tanker terminal is made into gasoline and other products used in the region. These energy supplies are essential to the functioning of our economy and to other aspects of our health, safety and welfare. The supply of domestic oil carries special significance from a national perspective: reliance on foreign sources may affect our international political options.



68.

The Huntington Beach field is a small, but significant, source of oil, accounting for about three percent of California's production in 1978. The cumulative impact of small domestic sources is important. For example, about 35 percent of the State's production comes from fields even smaller than that in Huntington Beach.

The Coastal Act recognizes that energy facilities serve people outside the local jurisdiction and mandates that local governments consider greater-than-local energy concerns. In addition, the State Coastal Commission has the right to amend a coastal element if it precludes a needed energy facility which serves greater-than-local needs.

Energy facilities can also impose greater-than-local costs. Power plant stack emissions, for example, contribute to a basin-wide air pollution problem. In addition, energy facilities can conflict with other activities in the coastal zone which also serve needs beyond the bounds of the local jurisdiction. Oil spills, from tanker operations, for example, could damage beaches which clearly comprise a regional recreation resource.

On the local level, energy facilities can detract from coastal aesthetic amenities and contribute to pollution, noise and odor. On the other hand, they contribute substantial revenues to the City and other local jurisdictions and provide jobs for hundreds of people.

The goal of coastal energy planning is to successfully balance the needs of regional and local communities, while encouraging the positive impacts of energy developments and mitigating their adverse affects.

7.1.2 Existing Energy Facilities in the Huntington Beach Coastal Zone

Oil Wells

There are approximately 350 oil wells in the City's coastal zone. The majority of these are located on an intensively used strip of land on the eastern side of Pacific Coast Highway between Goldenwest Street and the City limits. Aminoil, USA operates these wells, which are directionally drilled under the beach to extract oil from beneath the ocean. Chevron, USA operates the wells inland from the Aminoil strip. Some of these are concentrated into "islands," relatively small sites from which many directionally drilled wells tap much larger underground areas. Chevron's wells tap onshore oil zones. Aminoil's and Chevron's wells are in secondary production; that is, water or steam has been injected into the oil pools to help wash out more oil.

In the Townlot and Downtown areas of the coastal zone there are several wells owned by small "independent" companies. These companies do not use secondary production techniques, which are expensive and involve coordinated programs from several well sites.

Separation and Treatment Facilities

Wells typically extract water, oil, and gas. These fluids must be separated from each other before they can be processed or, in the case of wastewater, disposed. Aminoil operates a large-scale separation plant within its coastal strip and a gas processing plant near the City boundary, farther to the north. Smaller-scale separation facilities are found in the Downtown and Townlot areas and are associated with the wells there. Chevron also has some separation equipment at Atlanta Avenue and Lake Street, and near the sewage plant at Brookhurst Street.

Edison Power Plant

This facility is located at Newland Street and Pacific Coast Highway. Four fossil-fuel powered steam turbines generate the plant's base load electricity. A single natural gas turbine is used as a peaking unit at times of high demand. Four substations which reduce the voltage from the plant to more manageable levels are also located in the coastal zone. Seven large tanks adjacent to the plant store the fuel oil used to fire the boilers in which the steam is produced.

Transmission Lines and Pipelines

Energy transportation systems are important uses in the coastal zone. High voltage transmission lines run from the power plant to Hamilton Avenue and then outside the coastal zone.

Pipelines carry crude oil, refined products, natural gas, and natural gasoline in the coastal zone. Crude oil is shipped from the fields to refineries outside the City. The principal route is Goldenwest Street. Smaller pipes gather fluids from the wells to treatment facilities. These underlie many parts of the coastal zone north of Lake Street. The only major pipeline in the coastal zone which carries refined products is located along Newland Street and connected to the Edison power plant.

Outfalls

Edison extracts ocean water for cooling and then discharges the heated water back into the ocean. Both the intake pipe and outfall extend from the plant under the beach just south of Newland Street. Aminoil and Chevron discharge wastewater through outfalls extending from under Bolsa Chica State Beach. (See Section 5.)

Offshore Platforms

Two oil platforms are now located offshore from Huntington Beach. Both of these are within the three-mile limit, the offshore area regulated by the State. The platform closer to shore is owned by Aminoil and is connected by pipeline to their onshore facilities. Union operates the other platform and pipes its products to a separation plant outside the coastal zone on Heil Avenue. The pipeline reaches the shore near Warner Avenue. Shell is installing three platforms in the Outer Continental Shelf (OCS) about nine miles from Huntington Beach and will transport their products by pipe to Long Beach. OCS development is regulated by the Federal Government.

Marine Terminal

Tankers unload crude oil at Huntington Beach about four times a month. The ships moor about 1.3 miles offshore and drain their oil through a pipeline which comes ashore near Beach Boulevard. The oil is stored at the Gulf tank farm at Newland Street and Hamilton Avenue just outside the coastal zone. Fuel oil for the Edison plant is sometimes unloaded at the terminal.

Rotary Mud Dump

From 1950 to 1970, the rotary mud dump at Hamilton Avenue and Magnolia Street was used as a disposal site for drilling muds, which are wastes from oil well drilling operations. Thus, the facility is considered energy-related. The large, diked area is now used for depositing other kinds of solid wastes.

7.1.3 Future Energy Activities in the Huntington Beach Coastal Zone

Oil Extraction

Most of the wells in the Downtown and Townlot areas of the coastal zone will probably be abandoned within the next 10 to 15 years. The value of this coastal property is rising while oil production is declining, especially among the independents which use only primary production methods. These two effects may tend to "squeeze" out these wells.

On the other hand, the wells and related facilities operated by Chevron and Aminoil north of Goldenwest will probably remain active for at least another 20 years. These large companies are able to employ sophisticated and expensive extraction technologies which will extend the productive lives of their wells.

Chevron and Aminoil will probably not locate new wells on their beach sites, but neither company has plans to remove its existing wells from the beach until they are no longer productive - perhaps another 10 or 15 years.

Aminoil and Union are considering injection projects in zones now limited to primary production. In addition, new technologies may be tried in old oil pools. All of these activities will probably keep the existing platforms in use for another 20 years.

New platforms may be proposed if new technologies are successful. Products extracted by these offshore projects will probably be treated in the existing onshore facilities or in new facilities built in the existing onshore sites.

Development activity may increase in the federal OCS leases. Shell is currently building platforms in the San Pedro Bay offshore from the City. Five other companies hold tracts near Huntington Beach. None currently has plans to develop its leases, but further activity is likely later in the decade. Shell's products will not be piped to Huntington Beach. Future OCS development, however, could involve facilities in the City. For example, OCS products might be treated in the larger separation plants currently in the City, employing the excess capacity of those plants.

Marine Terminal

Gulf has no plans to alter its tanker operations at this time. The terminal could handle OCS oil, depending on the physical properties of the oil, and its extent and location.

Edison Power Plant

The area around the existing Huntington Beach power plant has been left available for future expansion by the Coastal Commission by virtue of Section 30413(b). The description of the area is found in the Coastal Commission's "Designation of Coastal Areas Where Power Plants Would Be Inconsistent With Coastal Act Objectives."

The California Energy Commission has also studied the area in a report entitled "Opportunities to Expand Coastal Power Plants in California" and recommends that the maintenance of reasonable expansion opportunities at the site. The report notes a variety of conventional technology expansion opportunities at the site. New facilities under consideration by Edison include the utilization of cleaner burning fuels for the existing facilities such as methanol and synthetic gas. Any future expansion would be accompanied by appropriate mitigation measures.

7.2 ANALYSIS

7.2.1 State and Federal Preemption and Local Interests

As discussed earlier in this section, energy facilities generally serve critical regional, State and even national interests. Many issues related to energy are highly technical and local governments simply do not have the resources to monitor and evaluate all of these technical aspects. For both of these reasons, regulation over many energy facilities has largely passed from local governments to State and federal agencies.

Nonetheless, these facilities can have profound affects on the community in which they are located. The City has an interest in contributing to the decision-making process related to energy issues which affect the local community. The City can increase its role in such matters by first understanding which agencies have influence or control over energy issues that affect Huntington Beach, and secondly, by identifying and then using those "access points" through which local input is considered.

7.2.2 Coastal Dependency

Dependence on a coastal location is an important criterion for setting use priorities in the coastal zone. Many oil wells and pipeline landfalls and outfalls are coastal dependent. The Edison plant, discussed separately, would also be considered coastal dependent at this time.

The land use plan designates over 110 acres of the coastal zone for resource production. This area is focused around the Aminoil lease north of Goldenwest Street. As discussed earlier in this section, this area will probably remain in use for oil production for at least 20 years.

In addition to the resource production designation, the City has "O-" zoning suffixes which can be combined with any other zoning category to allow oil production as an ancillary or principal use. Coastal Element policies related to safety, aesthetics and environmental impacts must be met before new oil wells will be allowed in the coastal zone.

7.2.3 Other Coastal Energy Issues

There are a number of issues which need to be addressed in the Coastal Element and its implementation program. The City has received a Coastal Energy Impact Program grant which will enable it to develop a comprehensive energy program. Listed below is a summary of major issues related to the City's energy resources many of which will receive detailed analysis under the latest grant.

1. New Technologies - The Huntington Beach oil field is an older field, making it a likely site for enhanced recovery techniques which try to extract the oil left over from conventional production. The City will monitor the impacts of new technologies and amend its oil code as necessary to control them.
2. Safety - The extraction, treatment, storage and transport of oil and gas involve risk of fire and explosion, although there have been very few energy-related fires in the past several years. The City's Oil Code includes measures to reduce fire risk. In addition, evacuation plans have been developed should a major conflagration occur in an oil field or at a tank farm. The City will review the adequacy of its procedures to protect public safety and make improvements where necessary.
3. Aesthetics - Some energy facilities impose adverse visual impacts in the coastal zone. The City is investigating techniques such as buffering, fencing, landscaping and plantings to improve aesthetic compatibility between energy facilities and other uses.
4. Access to Underground Oil Pools - As older oil wells are phased out and replaced by new uses, access to the oil remaining in these areas may be precluded. Since about 50 percent of the oil remains in the ground after secondary recovery, it is entirely possible that new technologies may make re-drilling in the abandoned area desirable in the future. The City will investigate methods of allowing new development while retaining the access to underground oil.
5. Consolidation - This term refers to the concentration of scattered oil facilities into "islands." Unitization, a related technique, involves sharing of facilities by more than one company. The Coastal Element encourages both consolidation and unitization where feasible.
6. Wells on the Beach - Oil wells and pipelines on the beach north of the Pier detract from the area's appearance and can impede access. The City will pursue strategies with the State and the oil companies to improve the situation.

7. Tanker Operations - Since these operations are a frequent source of small oil spills and potentially can result in a major spill, the City encourages the use of pipelines rather than increased tanker activities to transport oil. The City will critically review any proposed expansion of the existing marine terminal and discourage any new terminals from locating in Huntington Beach.
8. Oil Spills - A severe oil spill on the beach could disrupt recreational uses and adversely impact local businesses which cater to tourists. City personnel and equipment are often involved directly or in a support capacity in spill clean-up and containment. There is some evidence that the current monitoring and record keeping practices of regional agencies are inadequate. The City will review these practices and recommend improvements where necessary.

The City will also study existing oil spill plans to ensure that special protection is afforded wetland and other environmentally sensitive areas.

7.2.4 Rotary Mud Dump

Although no harmful wastes have been found in the mud dump, the City will require a chemical analysis of the contents to ensure the safety of the site before allowing new uses which could increase public exposure to it.

7.2.5 Solar Energy and Conservation

Solar energy will be increasingly important to new development in the coastal zone. The City will encourage the use of this "unconventional" source and will promote other measures to conserve conventional fuels.

7.3 CONCLUSION

Energy production will continue to be an important activity in the City's coastal zone. The City intends to achieve the following objectives through the coastal plan:

- Accommodation of coastal dependent energy facilities in the coastal zone with minimal adverse impacts.
- Improved municipal regulations related to the safety and aesthetics of energy activities.
- Improved protection of valuable coastal resource areas from oil spills.
- More efficient use of coastal resources by encouraging unitization, consolidation, mixed uses, and increased compatibility between energy and other activities.
- Protection of valuable underground resources by preserving access to oil zones from surface areas.

- Increased City participation in regional energy issues affecting the local community.
- Encouragement of new energy technologies including advanced oil recovery methods and solar equipment.
- Improved access to and appearance of the beach by improvements to the oil-related facilities located there.
- Improved protection of valuable coastal recreation and environmental resources by discouraging new tanker operations from locating within the City.
- Limits on the uses of the rotary mud dump site until it is certain any harmful deposits have been removed or decontaminated.

HOUSING



section 8

DEFINITIONS

AFFLUENT:
Wealthy.

AFFORDABLE HOUSING:
Housing for which the monthly mortgage or rent payments do not exceed 25 percent of the household income of low income families and 30 percent of moderate income families.

BUILD-OUT:
Complete development of an area to the maximum densities allowed under the general plan.

COMMUNITY DEVELOPMENT BLOCK GRANT:
Federal program administered by the U.S. Department of Housing and Urban Development that provides funds to cities and companies for improving housing conditions, eliminating slum and blight, and improving economic opportunity for low and moderate income households.

CONSTRAINTS:
Restrictions; environmental, physical, economic and legal factors which limit land uses or activities.

DETERIORATE:
To lower in quality or value; depreciate.

"FAIR SHARE" ADJUSTMENT:
A City's additional housing responsibility for regional housing market needs as developed by the regional council of governments. It is based on the City's proximity to jobs, its ability to provide public services and facilities, the relationship of the local income distribution to regional income distribution, and expected community growth.

LOW INCOME HOUSEHOLDS:
Households in which earnings are less than 80 percent of the areawide median income.

MEDIAN INCOME:
Income level at which there is an equal number of households having incomes of higher and lower values.

MODERATE INCOME HOUSEHOLDS:
Households in which earnings are 80 to 120 percent of the areawide median income.

REHABILITATE:
To restore or put back in good condition.

SCAG:
Southern California Association of Governments; the council of governments established by local governments in Los Angeles, Orange, Ventura, San Bernardino, Riverside and Imperial Counties to facilitate regional planning for the area.

"SECTION 8 NEW CONSTRUCTION PROGRAM":
Federal program administered by the Department of Housing and Urban Development that provides construction and long-term financing for elderly or family housing projects and also provides long-term subsidy guarantees for these projects.

SUBSIDIES:
A grant or gift of money or other assistance by a government to a private person or company to aid an enterprise considered of benefit to the public.

SUBSTANDARD:
Not currently meeting adopted zoning or building codes.

TENURE:
The right or manner of holding land and housing, including renting, owning and joint tenancy.

COASTAL ACT POLICY

30213. *Housing opportunities for persons of low and moderate income shall be protected, encouraged, and where feasible, provided . . . New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements of Subdivision (c) of Section 65302 of the Government Code.*

8. Housing

8.1 BACKGROUND

Housing in the coastal zone of Huntington Beach includes some of the newest and most expensive homes in the City as well as areas of very old, deteriorated and substandard housing. In many areas, small summer homes, a legacy of the City's early heyday as a beach resort, adjoin modern apartment units. Similarly, the coastal population ranges from affluent families to young, single apartment dwellers preferring a beach orientation, to senior citizens on fixed incomes in older dwellings or mobile homes. Some neighborhoods are very homogenous; others have several different co-existing uses.

In January, 1979¹ there were 7,274 dwelling units in the coastal zone. This represents 11.68 percent of the total housing stock in the City. The mix of housing types is similar in the coastal zone to that of the whole City (See Figure 8.1), with about half the dwelling units being single family and the other half apartments, condominiums and mobile homes.

There are approximately 16,168 persons residing in the coastal zone, an average of 2.2 per household. This is below the City-wide average of 2.81 persons per household. The median household income in the coastal zone in 1978 was \$22,321, nearly identical to the City median of \$22,187 and well above the County median of \$19,500. These averages mask a large variation in median household income among different areas of the coastal zone (See

¹ The figures cited in this section are taken from a special census conducted in Huntington Beach in 1979.

HOUSING UNITS BY TYPE IN THE COASTAL ZONE

	Single Family*		2-4 Units		5+ Units		Mobile Homes		TOTAL	
	#	%	#	%	#	%	#	%	#	%
Coastal Zone	3,732	51.3	558	7.7	2,037	28.0	947	13.0	7,274	100.
CITY TOTAL	33,003	53.0	10,663	17.1	15,320	24.6	3,265	5.3	62,251	100.
% OF TOTAL	11.3		5.2		13.3		29.0		11.7	

NOTE: *Condominiums are not counted as single family units.

SOURCE: Huntington Beach Special Census 1979.

Figure 8.1

HOUSEHOLDS BY INCOME IN THE COASTAL ZONE

Income*	Number of Households	% of Total
Low (\$12,480)	1,567	21.5
Moderate (\$12,480 - \$18,720)	889	12.2
High (\$18,720)	4,818	66.3
TOTAL	7,274	100.0

NOTE: * Income criteria from HUD definitions of low and moderate income using the 1978 county median and adjusting to the average household size of 2.2 persons for the coastal zone.

SOURCE: City of Huntington Beach, Development Services Department.

Figure 8.2

HOUSEHOLDS OVERPAYING IN THE COASTAL ZONE

	Overpaying Renters	Overpaying Owners	Total Overpaying	Total Households	Overpaying Households % of
Low Income	783	321	1,104	1,567	70.5%
Moderate Income	119	145	264	889	29.7%
TOTAL	902	466	1,368	2,456	55.7%

SOURCE: Huntington Beach Special Census, 1979.

Figure 8.3

Figure 8.4.) For example, median yearly income in the census tracts within the Downtown area ranged from only \$8,100 to \$15,600. In the newer and more affluent Huntington Harbour area, median income ranged from \$23,000 to over \$64,000. Median rents or mortgage payments also vary by area, ranging from a low of \$124 per month in a Downtown census tract to more than \$700 per month in parts of Huntington Harbour.

Approximately 1,888 persons aged 65 or over reside in the coastal zone, representing 11.4 percent of the total coastal population. This is a higher concentration of elderly than in the City as a whole, where the percentage is 8.2 percent.

Although mobile homes represent only 12 percent of the total housing in the coastal zone, the 947 units comprise almost a third (29%) of the total mobile homes in the City. In the coastal zone these areas are concentrated between Lake and Newland streets north of Pacific Coast Highway. This area has the highest proportion of elderly residents in the City (51%) and a very low median income. The monthly median mortgage payment is also very low, indicating that mobile homes are a significant source of low and moderate income housing.

The vacancy rate is generally higher in the coastal zone than the City as a whole. This is primarily due to higher vacancy rates in the Downtown and Oldtown areas which may be attributable to a combination of new construction awaiting sale, rental turnovers and deterioration of older units.

Housing supply in the coastal zone is directly linked to the total housing supply of the City. An appraisal of trends in type of housing tenancy since 1970 reveals an increase in the percentage of renter-occupied units from 29 percent to 43 percent and a corresponding decrease in owner-occupied units.

In the older areas of the City's coastal zone many units have problems of age, deterioration and substandard conditions. The Community Analysis Report conducted by the City's Department of Housing and Community Development in June 1977, identified 1,830 substandard units in the City by housing type and degree of deterioration. Of these, 1,260 units were concentrated in the Downtown and Oldtown areas, both of which lie partly within the coastal zone.

8.2 ANALYSIS

Projected population for the City by the year 2000 is expected to be 210,600 persons, with the number of dwelling units estimated at 90,700 (Southern California Association of Government's SCAG '78 Growth Forecast Policy). This reflects a 25 percent increase in population, but a 50 percent increase in the number of dwelling units and implies an intensification of the recent trend to smaller households. The coastal land use plan reflects the need for additional housing units by designating sufficient acreage in the coastal zone for low, medium and high density residential development.

The Coastal Act requires that housing opportunities for persons of low and moderate income be protected, encouraged and where feasible provided. Assessment of housing need by income level consists largely of determining the number of households who are presently occupying unaffordable housing, plus

MEDIAN INCOME, RENT AND MORTGAGE PAYMENT BY COASTAL DIVISION

Area (Figure 4.1)	Population	Dwelling Units	% of Pop. Elderly	Pop. Per Household	Range of Median Incomes	Range of Median Rents	Range of Median Mortgage Pmt.
Huntington Harbor Area	7,592	3,417	8.7	2.3	\$23,000 to \$64,500	\$320 to \$550 +	\$375 to \$700 +
Warner Avenue to Huntington Beach Mesa Bluffs	3,156	1,012	4.2	3.1	\$25,00 to \$35,600	\$262 to \$550 +	\$270 to \$700 +
Huntington Beach Mesa Bluffs to Goldenwest Street	198	58	4.0	3.4	\$40,000 to \$41,000	\$499	\$270 to \$389
Goldenwest Street to Beach Boulevard Townlot	471	342	8.0	1.4	\$16,800 \$ 8,100 to	\$277 \$192 to	\$624 \$124 to
Downtown, Oldtown	2,400	1,479	28.0	1.6	\$15,600	\$296	\$240
Beach to Santa Ana River	2,351	966	15.8	2.4	\$ 9,600 to \$29,300	\$176 to \$484	\$262 to \$424
TOTAL	16,168	7,274	11.4	2.2			

NOTE: *Area ranges are the high and low medians for the census tract areas included.

SOURCE: Huntington Beach Special Census, 1979.

Figure 8.4

the number of such additional households the area might reasonably be expected to accommodate. SCAG makes estimates of the number of lower income households in need of housing assistance in its Regional Housing Allocation Model, updated in December 1978. SCAG also estimates a "fair share" adjustment for each city based on regional relationships in income distribution, the city's proximity to jobs, its ability to provide public services and facilities, and expected community growth.

According to SCAG there are presently 7,595 low income households in need of assistance in Huntington Beach. SCAG identifies an additional 1,932 households to be included as the City's fair share allocation, for a total of 9,527 low income households needing assistance citywide.

The Federal Department of Housing and Urban Development (HUD) defines lower income households as those earning less than 80 percent of the areawide median income and moderate income households as those earning 80 to 120 percent of the areawide median income, both adjusted for household size. HUD has established \$19,500 as the median income for a family of four in Orange County in 1978. According to estimates from the 1979 Special Census, 21.5 percent of all households in the coastal zone have low incomes and 12.2 percent have moderate incomes. (See Figure 8.2.)

The State Department of Housing and Community Development has defined affordable housing as having monthly mortgage or rent payments which do not exceed 25 percent of the household income in the case of lower income households. In the case of moderate income households, the City's Housing Element considers that 30 percent of household income can be spent on housing that is affordable.

The number of households in the coastal zone overpaying for shelter has been estimated based on responses to questions in the 1979 Special Census of Huntington Beach. It should be noted that the "no response rate" on these questions was quite high. Actual numbers presented are adjusted to include an appropriate proportion of those not responding. Among low income households, 1,140 are overpaying (783 renters and 321 owners), while 264 moderate income households are overpaying (119 renters and 145 owners), for a total of 1,368 households overpaying in the coastal zone. (See Figure 8.3.)

Constraints on the production of new housing within the coastal zone are similar to those within the entire City. These include the high costs of land, construction and financing, governmental constraints and the scarcity of available sites. These are discussed fully in the Housing Element of the Huntington Beach General Plan, adopted in November 1979.

As mentioned previously, the Coastal Act declares existing low and moderate income housing to be a coastal resource that should be protected, preserved and if feasible, expanded. Yet much of the present affordable housing in the coastal zone is deteriorated and needs rehabilitation. As these units are recycled, the tendency will be to replace them with higher cost housing. To offset any reduction in low and moderate income housing, the City's coastal policy requires the inclusion of low and moderate cost housing in new residential projects of 10 units or more that are not rental units. This reflects

ESTIMATED DWELLING UNITS AND POPULATION PROJECTIONS BY COASTAL DIVISION*

	Existing 1979 Census		Projected Development General Plan		Projected Development Coastal Plan	
	Units	Population	Units	Population	Units	Population
Huntington Harbour Area	3,417	7,592	4,064	11,126	4,154	11,338
Warner Avenue to Huntington Beach Mesa Bluffs	1,012	3,156	1,701	5,028	1,653	4,915
Huntington Beach Mesa Bluffs to Goldenwest Street	58	198	1,746	4,529	1,746	4,529
Goldenwest Street to Beach Boulevard	1,821	2,871	4,657	10,276	6,286	14,151
Beach Boulevard to Santa Ana River	966	2,351	912	2,336	2,697	6,531
TOTAL	7,274	16,168	13,080	33,295	16,536	41,464

NOTE: *See Coastal Division Figure 4.1

SOURCE: City of Huntington Beach, Development Services Department.

Figure 8.5

Coastal Commission interpretation of the housing requirements of the Coastal Act. The City may wish to consider in lieu fees for small projects or other methods of implementing Coastal Act requirements while reflecting local concerns.

Two programs currently address the housing needs of persons with low and moderate incomes in the coastal zone. These include the following:

1. Section 8 assistance to households occupying existing rental units. This program is presently utilized by approximately 30 low income households residing within the coastal zone.
2. Participation in the Orange County Fair Housing Council Program which includes: a) housing discrimination response, b) landlord-tenant counseling, c) low income housing advocacy d) publication of the semi-yearly "Forum Newsletter" and e) community awareness and education activities. In 1978, 1,018 individuals residing in Huntington Beach were assisted by the Fair Housing Council.

The following new programs will also address housing needs:

1. A mixed-use development in the Downtown area on the old Civic Center site, which will feature 157 studio, one-and two-bedroom units for senior citizens. The project is being financed through the California Housing Finance Agency's Section 8 New Construction Program which offers low interest mortgage financing. One hundred percent of the project will have rent subsidies. The City will also fund construction of a 10,000 square foot senior recreation and activity center and is considering rehabilitation of an existing neighborhood library on the site. The project is scheduled for completion in June 1982.
2. The provision of 75 low and moderate income apartments in a condominium project currently under construction by W and B Builders located west of Beach Boulevard and south of Atlanta Avenue. These units are for households utilizing Section 8 New Construction subsidies and were required by the Coastal Commission as a permit condition.
3. The provision of 30 low and moderate income apartments in a condominium project currently under construction by Homes by Ayres located west of Beach Boulevard north of Atlanta Avenue. These units are for households utilizing Section 8 subsidies and were required by the Coastal Commission.
4. The provision of 196 low and moderate income units in the Seacliff IV project on the Huntington Beach Mesa. These units were required by the Coastal Commission. No specific program has yet been selected for the provision of these units.
5. A four-year program to provide low interest rehabilitation loans to owners of residential properties in designated areas. The City has allocated \$850,000 in Community Development Block Grant funds for this program. Two of the four areas designated for assistance, Downtown and Oldtown, are partially within the coastal zone. Twenty applications are currently being processed. Five projects were completed last year.

Approximately 480 low and moderate income households in the coastal zone are expected to benefit from the new programs listed above.

New construction for elderly	157
Conditioned by Coastal Commission	301
Rehabilitation in process	<u>20</u>
TOTAL	478

If these projects are completed as planned, 38 percent of the existing need for coastal housing assistance will have been satisfied. There will still be approximately 790 households in the coastal zone overpaying for shelter. To satisfy the remaining need for affordable housing, the Coastal Element will pursue the goals and policies contained in the City's Housing Element. This is in conformity with Coastal Act policy requiring that new housing be developed in accordance with the policies and goals of local housing elements. The goals of the housing program outlined in the Housing Element are:

- 1) The attainment of decent housing within a satisfying living environment for households of all socioeconomic, racial, and ethnic groups in Huntington Beach.
- 2) The provision of a variety of housing opportunities by type, tenure and cost for households of all sizes throughout the City.
- 3) The development of a balanced residential environment with access to employment opportunities, community facilities, and adequate services.

More specific policies and programs aimed at the special problems of housing in the coastal zone have been developed as part of the coastal plan.

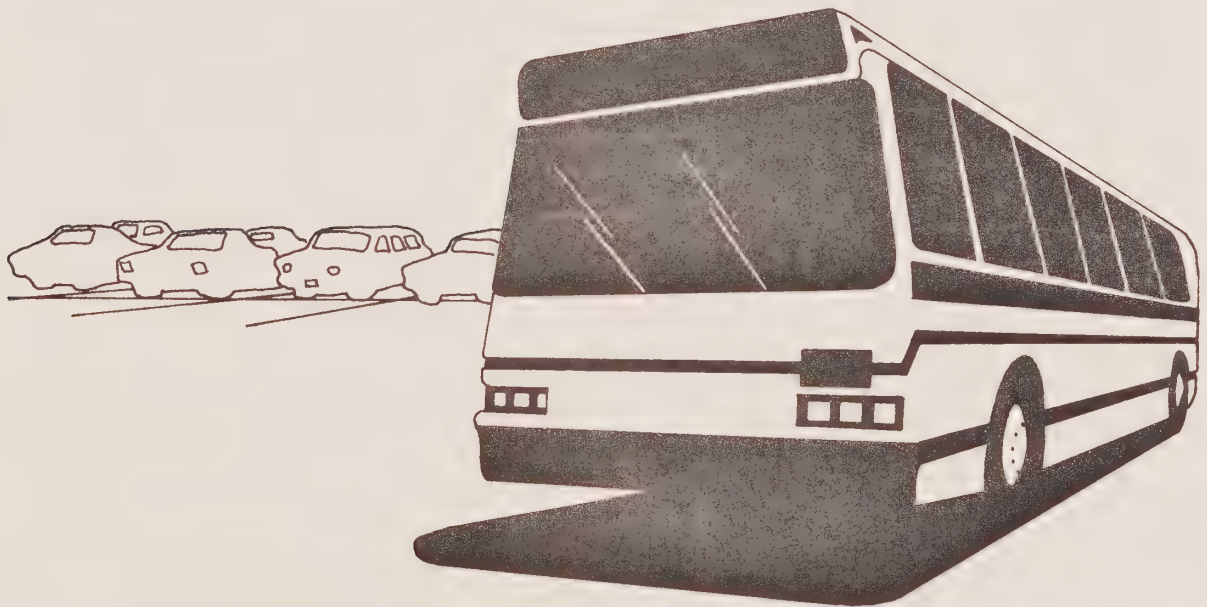
8.3 CONCLUSION

The aim of coastal planning is to balance many competing interests and priorities. In this context, the importance of housing must be weighed against the other major concerns in the Coastal Element--sensitive habitats, visitor-serving and recreational facilities, natural resources, energy--in ways that consider public well-being and economic feasibility.

The goals and policies contained in the City's Housing Element are specifically incorporated into the coastal plan in order to address the needs of low and moderate income households in a comprehensive and balanced manner. Additional coastal policies aim to achieve the following:

- Provision of affordable housing in new residential developments.
- Infill of vacant lots with low and moderate income housing units where possible.

COMMUNITY FACILITIES



section 9

DEFINITIONS

COMMUNITY FACILITIES:

Structures or systems that are built, installed or established to serve the community.

FLOOD FREQUENCY:

The expected time interval between floods of a certain magnitude.

GROUNDWATER:

Fresh water within the earth that supplies wells and springs.

HAZARDS:

Chance events in nature that can pose a danger to life and property, such as earthquakes, floods and fires.

INFILTRATION:

Downward movement of water into soil or other porous material.

PEAK LOAD:

The maximum demand placed on the operating resources of a community facility.

RUNOFF:

Water from rain that flows over the surface of the land and ultimately reaches flood control channels or the ocean.

TRANSPORTATION CENTER:

A passenger and community oriented facility strategically located where transit services converge.

COASTAL ACT POLICY

30254. New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public service and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

30253. New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

9. Community Facilities

A prerequisite to any development in the coastal zone is the provision of adequate community facilities necessary to protect public health and safety. Facilities of importance to development in the coastal zone include sewer, drainage, water supply and transportation systems.

Three consultant studies were recently completed providing up-to-date descriptions and analyses of the City's sewage, drainage and water supply systems. Lowry and Associates conducted the sewer study; L.D. King, Inc. authored the drainage study; and Engineering Science analyzed the water supply system. A fourth study by Parsons Brinckerhoff Quade and Douglas, Inc., developed a computer model of the City's transportation system which is currently being used by the City to project future traffic volumes and needs.

The purpose of this section is to discuss the capacities of existing and proposed community facilities in the coastal zone and determine their ability to accommodate new development. Because of the magnitude of the task, each system is discussed separately in four subsections. A fifth subsection discusses possible environmental hazards in the coastal zone including geologic, flood and fire hazards.

9.1 SEWERS

9.1.2 Background

The City's sewer system consists of large pipelines referred to as trunk facilities, a network of smaller pipelines referred to as local collection facilities and pump stations which keep sewage moving through the pipes toward the County sewage treatment plant. The City's trunk lines in the coastal zone are shown in Figure 9.1. Local collection facilities are located in the streets, or as in the case of Downtown, in the alleys. There are approximately 14 pump stations located in the coastal zone.

Sewage from the City's system is in turn tributary to the sewage system of the County Sanitation Districts of Orange County (CSDOC). Sewage is conveyed through this system to the CSDOC Treatment Plant No. 2 located south of Banning Street between Brookhurst Street and the Santa Ana River. Treated sewage is discharged into the Pacific Ocean through a pipeline extending five miles out to sea.

Figure 9.1 shows the location of county sewer facilities in the coastal zone. Construction is in progress on two segments of the new coastal trunk sewer. This project also includes construction of a trunk sewer on Newland Street from Pacific Coast Highway south of Hamilton Street, expected to be complete by the end of 1980. The District's Master Plan calls for the extension of the coastal trunk sewer westerly from Lake Street to Goldenwest Street (Reach Three). Construction of this extension is planned for the summer of 1981, contingent upon securing the necessary funding and regulatory approvals.

9.1.3 Analysis

City Facilities

According to the study conducted by Lowry and Associates there are several potentially overloaded sewer pipelines in the Huntington Beach coastal zone requiring further observation or improvements.

These are the Edgewater Lane Sewer, the Warner Avenue Trunk Sewer, and the Orange - 22nd Street Sewer. The latter two facilities are currently flowing at full capacity, unable to accept any additional sewage. The City's Public Works Department has identified the existing sewer in Huntington Street as one which also may be overloaded at ultimate development.

Steps are currently being taken to mitigate problems at all four of these facilities. The Edgewater Lane Sewer is being studied as part of a larger effort by the City's Public Works Department to determine the most economical way to relieve overloaded sewage pumping facilities in the Huntington Harbour area. Plans have been approved by the City for a facility designed to relieve the Warner Avenue Trunk sewer. The Orange - 22nd Street Sewer requires upgrading to serve the Seacliff Phase IV residential development recently approved by the Coastal Commission. As part of the conditions of approval, the developers of Seacliff IV are required to make all necessary improvements to provide adequate sewage capacity for the project. The existing sewer in Huntington Street is being monitored periodically by the City and is currently adequate to accommodate existing sewage levels. Should future monitoring results indicate an overloaded condition, a parallel pipe would have to be installed.

Huntington Harbour has been identified as having higher sewage flows than that which would be expected from known land use conditions. Saltwater intrusion is particularly suspected as the primary unknown source because the Harbour was originally tidal marshland with high soil permeability and groundwater levels, and therefore directly subject to tidal variations. The Public Works Department recently completed a study of saltwater intrusion into the Huntington Harbour area sewage facilities and took actions necessary to remedy the identified problems.

LEGEND

- DISTRICT BOUNDARY
- CITY BOUNDARY
- DISTRICT TRUNK SEWER (EXIST.)
- [E] DISTRICT PUMP STATION (EXIST.)
- DISTRICT TRUNK SEWER (PROP.)
- [P] DISTRICT PUMP STATION (PROP.)
- CITY TRUNK SEWER (EXIST.)
- CITY TRUNK SEWER (PROP.)
- [P] CITY PUMP STATION (PROP.)
- [E] CITY PUMP STATION (EXIST.)



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

City And County Sewage Facilities

Figure 9.1

City sewers in the Downtown area may also experience problems in the near future. These facilities are approximately 70 years old and in a deteriorating condition. Unless replaced, the sewers will continue to deteriorate resulting in cracks, infiltration and possible backing up of sewage in certain areas.

City Pump Stations

An analysis of sewage capacity must also include the City's pump stations. If a unit should fail during peak loading conditions and flows exceed the capacity of the remaining pump, it is possible for sewage to back up into the sewer pipes. According to the City's Public Works Department, there are two locations in the coastal zone where the probability of such an overflow is severe: The Warner Avenue/Edgewater and the Davenport Drive pump stations. Both of these stations are included in a City study to determine the best way to relieve capacity problems in the Huntington Harbour area.

9.1.4 Conclusions

Existing deficiencies in the sewer facilities that serve the coastal zone have been identified for the City. Studies and improvements have been planned, funded, and in some cases are now under construction to remedy these deficiencies. In addition, completion of the County's coastal trunk sewer from Lake to Goldenwest Streets will be necessary in order to accommodate proposed development under the coastal land use plan.

The main objective of City coastal policy regarding sewers is as follows:

- Ensure, prior to approval of new development, that adequate sewage facilities can be provided to serve such development.

9.2 DRAINAGE

9.2.1 Background

An explanation of what is meant by the term "flood frequency" is important for an understanding of the issues involved in drainage and flood control. Flood frequency is generally defined on a statistical basis in terms of the number of floods within a specific period. For example, a 25-year frequency flood means the level of flooding that would be expected to occur an average of once every 25 years. Similarly, a 100-year flood would, on the average, occur only once in 100 years. Large floods which occur infrequently have greater storm runoff and potential for causing damage. Thus, drainage facilities must be designed to carry greater volumes of water in order to protect the city from the impacts of a 100-year flood as opposed to the impacts of a 25-year flood.

Regional Drainage Facilities

The coastal zone is protected from flood damage by a combination of regional and local drainage facilities. The County of Orange provides countywide flood protection through a Flood Control District which is responsible for maintaining a system of regional flood control channels.

The Flood Control District has a uniform tax rate which covers the entire County; therefore, the District must limit its expenditures primarily to regional facilities, generally defined as those which serve more than one jurisdiction and areas of 500 acres or greater. The County's regional facilities are designed to carry greater quantities of storm water runoff than the City's local facilities, which serve smaller drainage areas.

The County's flood control system in the Huntington Beach coastal zone consists of the Santa Ana River and earthen channels which are shown in Figure 9.2. According to the Engineering Services Department of the County's Environmental Management Agency (EMA), the system that services Huntington Beach and the coastal zone is designed to protect structures and streets from 25-year floods. These facilities are master planned to accommodate a 100-year flood and are currently deficient in affording this level of protection.

In addition to the County's responsibilities, the United States Army Corps of Engineers is responsible for the planning, design, construction and maintenance of major flood control projects. The Corps currently has a project under consideration which would increase flood protection from the Santa Ana River up to the level of a "standard project storm" (in excess of a 100-year storm). At the present time no funds have been appropriated by Congress for construction of the project.

Local Drainage Facilities

Drainage facilities which are local in nature and tributary to regional facilities are the responsibility of the City. These facilities are designed to afford local protection from 10 to 25-year floods.

In some areas of the coastal zone, land is at a lower elevation than the surrounding drainage channels, and storm water runoff must be pumped to the level of these channels before water will flow by gravity to the sea. Three pump stations are located within the coastal zone and two additional stations are located outside the coastal boundary but serve areas within the zone.

All storm runoff eventually drains into the ocean. Drainage facilities in the Downtown and Townlot areas are comprised of pipe systems that collect water through catch basins and convey it to outlets which empty onto the beach. Most runoff from other areas of the City is collected by local facilities which tie into County channels. These county channels drain into the ocean at four general locations: the mouth of the Santa Ana River, Bolsa Bay, Huntington Harbour and Anaheim/Sunset Bay.

9.2.2 Analysis

Major drainage deficiencies in the coastal zone are confined to the Downtown and Townlot areas between Goldenwest and Lake Streets. L.D. King identified many of the storm drains and overland street carrying capacities in these areas as unable to accommodate storm water from a 25-year flood. Extensions of existing storm drains and provision of new drains would be necessary to correct

these deficiencies. These improvements would require expenditures in the millions of dollars according to the L.D. King study, which recommends that improvements in these districts be given a high priority over other improvements recommended for the coastal zone and for the City as a whole.

Huntington Beach faces a major problem in its ability to finance needed drainage improvements in the Downtown and Townlot areas. Drainage districts in these areas contain very limited funds. Fees that could be collected from future development will most likely be inadequate to cover the improvement costs.

The L.D. King study recommends that alternate sources of funds be utilized to construct storm drain improvements in the Downtown area. These funding sources could include a local assessment district or outside sources such as federal aid monies.

Deficiencies have also been identified in the Oldtown area in the vicinity of Delaware and Geneva Streets and southwest of Atlanta Avenue. The deficiencies involve hazards of street flooding rather than property damage and are considered a lower priority for improvement. The City does not currently have adequate drainage district monies to fund needed improvements although it is possible that future development in the area will provide the needed drainage fees.

The area between Beach Boulevard and Magnolia Street also has storm drain deficiencies which pose hazards to streets rather than property and are not of high priority.

Another concern related to storm drainage facilities is the condition of pump stations. An investigation of the City's storm drain pump facilities conducted in October, 1978 revealed that none of the City's 15 pump stations are operating at the original design specifications. The nature of the reported operational and maintenance problems are serious, and the probability of flooding has been substantially increased because of these inadequacies. Any flooding resulting from improper maintenance or operation of City pump stations may subject the City to extremely high liabilities. Work is currently underway to correct these deficiencies.

9.2.3 Conclusions

The City coastal policies address the following objectives:

- Improve storm drainage in the Downtown area.
- Ensure, prior to approval of new development, that adequate drainage can be provided to accommodate such development.

INCREASED WATER DEMAND AT ULTIMATE DEVELOPMENT IN THE COASTAL ZONE

	Increase in Population Over 1979 Levels	Water Use Increase AC/FT/YR	Wells Needed
General Plan	17,127	2,855	1
Coastal Plan	25,296	4,216	1

SOURCE: City of Huntington Beach, Public Works and Development Service Departments.

Figure 9.3

9.3 WATER SYSTEM

9.3.1 Background

Southern California, including the City's coastal zone, is a semi-arid region and adequate water supply depends upon outside or "imported" sources of water. Much of the water supply for the City comes from the Colorado River and from northern California (via the California Aquaduct). Water from these two sources is bought by the Orange County Water District and spread in basins to replenish groundwater reserves in the area.

The City receives approximately 75 percent of its water supply from part of this groundwater reserve, which extends underneath the City. The City acquires the remaining 25 percent of its water supply directly from the Metropolitan Water District (MWD) via the West Orange County Water District Facilities. MWD imports from both the Colorado River and Northern California.

The City water system includes eight wells, three reservoirs, booster pumps, a network of water lines for distribution, and emergency storage in the San Joaquin Reservoir.

Eight wells varying in depth from 250 to 900 feet presently provide the City with water. None of the eight wells in operation are located in the coastal zone.

9.3.2 Analysis

In evaluating the water system in the coastal zone, three factors must be taken into account: water supply, water transmission and water distribution.

Supply

Southern California, including the City's coastal zone, could face water shortages in the future because of limited capacity in the California Aqueduct and court decisions limiting the amount of Colorado River water allocated to the State. Under present institutional arrangements, however, adequate water is available.

Existing City wells are each capable of pumping roughly 4,500 acre-feet of water per year. The City's large groundwater basin is capable of supplying more water than is currently pumped by the existing wells. Increases in water demand in the coastal zone will be met by the drilling of additional wells in the area outside the coastal zone.

Estimates of water demand are based on future population projections. Figure 9.3 shows the projected increase in population in the coastal zone over 1979 levels at ultimate "build-out" of the existing general plan and for the coastal land use plan. The general measure used by the City's Public Works Department for coastal areas is that one acre-foot of water per year is needed for every six residents.

As shown, population increases in the coastal zone would require the amount of water which could be supplied by one well. Because of poor groundwater quality, wells within the coastal zone are not possible and must be located further inland.

The City has previously recognized the need for additional wells. Funds for drilling one well were included in the 1979-80 City budget. A second well has been included in the City's five-year capital improvement plan. The addition of these two wells according to the Public Works Department should ensure that water supply to the coastal zone will be adequate for proposed development under the coastal land use plan.

Transmission

Transmission of water to the coastal zone is currently accomplished by water mains (pipes) which are generally 16 inches in diameter or greater.

The City's Public Works Department has identified the need for new transmission water mains at several locations in the coastal zone in order to meet projected needs. The improvements necessary remain the same under the existing general plan and the coastal land use plan. The improvements include new water transmission lines at the following locations:

1. Goldenwest Street between Yorktown Avenue and Pacific Coast Highway.
2. Pacific Coast Highway between Goldenwest Street and Magnolia Avenue.
3. Beach Boulevard between Yorktown Avenue and Pacific Coast Highway.
4. Atlanta Avenue between Alabama and Lake Streets, thence along Lake Street between Atlanta and Pacific Coast Highway.
5. Sixth Street between Pacific Coast Highway and Acacia Street, thence along Acacia Street to Alabama Street.

Some additional needed improvements to water transmission facilities are already in the planning stages and thus, not included in the above list.

Expenditures for major transmission lines will be largely funded through development fees.

Distribution

After water is transmitted from the well site to a general area, it must be distributed to separate blocks. Distribution is accomplished by water mains generally less than 16 inches in diameter. Where significant new development occurs in the coastal zone, new water mains will have to be installed. Private developers will be expected to provide these improvements.

In the Downtown area, many existing water mains are old or of a small diameter and will have to be upgraded or replaced in order to meet the demands of additional development. The City is annually upgrading older mains as part of an ongoing program. However, depending on the densities of new development in this area, further improvements will be necessary. In this event, developers would be expected to fund the necessary facilities.

9.3.3 Conclusion

Improvements to the existing water system will be required to meet projected needs of new development in the coastal zone. It is the City's adopted policy to provide utility systems to meet projected demands in order to maintain public health, safety and welfare.

The City's coastal policies regarding water supply are designed to:

- Ensure, prior to approval of new development, that adequate water service can be provided for such development.

9.4 TRANSPORTATION

9.4.1 BACKGROUND

Transportation to, from, and within the coastal zone currently consists of roadways, parking areas, public transit, taxi and other private transportation services. Public transit is provided by the Orange County Transit District. Privately operated public transportation service is provided by taxi cab companies, the Greyhound Bus Line, and various charter bus companies.

Existing Roadways

Figure 9.4 shows the circulation plan of arterial streets and highways in Huntington Beach. The arterials are grouped into classifications of freeway and major, primary and secondary arterial highways.

Pacific Coast Highway parallels the shoreline and connects Huntington Beach with adjacent coastal cities. This four-lane interstate highway is currently designated as a primary arterial on the City's circulation plan. The only route which parallels the shoreline throughout the entire length of the coastal zone, it is a major access route to beach sites for both regional and local beach users.

Pacific Coast Highway functions as more than a collector and distributor of local and regional traffic. The highway is a major gateway into and through the Huntington Beach coastal zone, providing visual access to scenic coastal resources. A drive along the shoreline via Pacific Coast Highway can be a recreational and visual experience in itself regardless of destination. Panoramic views of the Pacific Ocean and the Southern California coast can be seen from the highway at several places.

ADOPTED BY CITY COUNCIL
RESOLUTION NO 4368 - DEC 12, 1976

AMENDMENTS

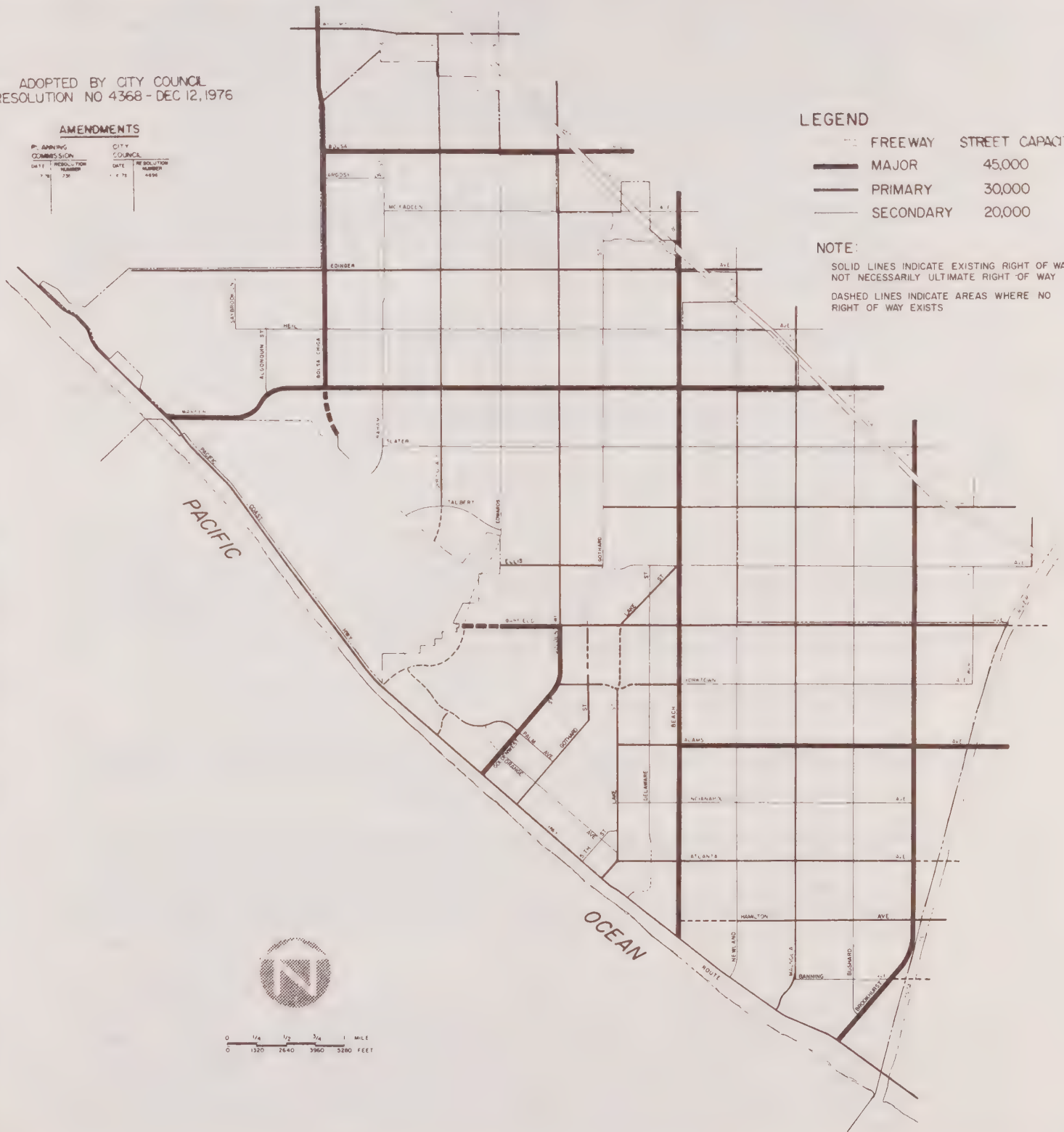
PLANNING COMMISSION		CITY COUNCIL	
DATE	RESOLUTION NUMBER	DATE	RESOLUTION NUMBER
7-76	730	1-76	4490

LEGEND

	STREET CAPACITY
--- FREEWAY	
— MAJOR	45,000
— PRIMARY	30,000
— SECONDARY	20,000

NOTE:

SOLID LINES INDICATE EXISTING RIGHT OF WAY
NOT NECESSARILY ULTIMATE RIGHT OF WAY
DASHED LINES INDICATE AREAS WHERE NO
RIGHT OF WAY EXISTS



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Circulation Plan Of Arterial Streets And Highways

Figure 9.4

The San Diego Freeway, although outside the coastal zone, also parallels the coastline approximately six miles inland and connects Huntington Beach with inland communities throughout the region. Freeway offramps at Bolsa Chica Street, Goldenwest Street, Beach Boulevard, Magnolia Street/Warner Avenue and Brookhurst Street establish these six arterials as the main access routes from the freeway to Pacific Coast Highway. At present, Bolsa Chica Street does not extend to Pacific Coast Highway; however, it is still utilized as a major access route into the coastal zone, with traffic diverting to Warner Avenue in order to reach Pacific Coast Highway.

Main Street is a local street which runs through the center of Downtown and is in a direct line with the Municipal Pier located across Pacific Coast Highway. Its orientation to the Pier and to Downtown make Main Street a vital link between the recreational areas on the ocean side of Pacific Coast Highway and any visitor-serving facilities located in the Downtown core area. The City recently approved plans to convert Main Street into a one lane, one-way street with traffic flowing in a southbound direction (towards the ocean) between Orange Avenue and Pacific Coast Highway.

Figure 9.5 shows 1978 traffic volumes on City arterials. Comparing these flows with the arterial capacities shown on Figure 9.4 indicates that arterials in the coastal zone, with some exceptions, are generally adequate to accommodate current volumes of traffic. Pacific Coast Highway and Beach Boulevard experience some congestion near the coast during the summer season as do other streets which carry recreation traffic to the beach. Traffic problems on Pacific Coast Highway and the impacts of recreation traffic in the coastal zone are discussed later in this section. Newland and Brookhurst Streets between Pacific Coast Highway and Hamilton Avenue also experience safety and capacity problems due to existing deficiencies in grade, alignment, and/or width.

Parking

Recreation uses create the majority of demand for parking facilities in the coastal zone. The parking facilities available for recreation traffic are discussed in Section 2. In addition to recreation, parking for the various residential and commercial uses in the Downtown is provided through a combination of on-street curbside spaces and private off-street lots. Much of the available on-street parking (400+/- spaces) is restricted by meters and/or time limits, even in the residential blocks. Some commercial businesses provide limited off-street parking for patrons, however, most parking is accommodated on-street due to the small lot configuration. The City operates a 41-space free lot at the corner of Fifth Street and Orange Avenue for short term parking (two hour limit), but other private lots in the area are used primarily for beach parking and charge daily rates.

Public Transit

Public transit service in the City's coastal zone is provided by the Orange County Transit District (OCTD) and consists of regular fixed route service. Figure 9.10 shows the OCTD bus routes in the coastal zone and surrounding City areas.



Figure 9.5

Traffic Flow

Transit service to, from and within the coastal zone is provided by ten bus routes. Service is provided hourly and in some instances every half hour. (See Figure 9.9.) During the summer, extra buses are added along Route 29 and/or Route 37 to accommodate the increased demand for beach service.

9.4.2 Analysis

This subsection summarizes projected circulation and traffic impacts associated with ultimate development of the coastal land use plan. More detailed information is presented in the technical report prepared by the City's Department of Development Services.

Recreation Traffic

Local traffic generated by land uses within the City's coastal zone represent only a fraction of existing and projected traffic volumes. Recreational traffic originating outside the zone contributes a large amount of traffic to coastal arterials. Recreational traffic makes the analysis of circulation needs difficult because this traffic is highly seasonal in nature, strongly dependent upon weather conditions and has different destination points and peak hours than either local or commuter traffic. The City needs additional information on the impacts of recreational traffic in the coastal zone in order to determine the most efficient way to accommodate it. Two transportation corridors in the coastal zone -- Pacific Coast Highway and Beach Boulevard -- are particularly impacted by recreation traffic. Both arterials experience traffic congestion during the summer season. Specific corridor level studies of both of these highways is recommended by the Orange County Multimodal Transportation Study.¹

Pacific Coast Highway Improvements

Pacific Coast Highway is an important coastal route, utilized for local, commuter and recreational traffic. Figure 9.6 compares existing traffic volumes on Pacific Coast Highway with the design capacities recommended by the Orange County Arterial Highway Financing Program (A.H.F.P.). As shown, existing traffic volumes exceed the recommended design capacity of the highway. This is an indication that some traffic slowdown and congestion is occurring during the day. This condition is especially acute during the peak summer traffic months. The City's transportation demand model projects future traffic volumes on Pacific Coast Highway in the year 1995 which are approximately 35 percent higher than existing volumes.

Accidents on Pacific Coast Highway are also a serious problem. According to the City's Department of Public Works, this State highway has a higher accident rate (e.g. a greater number of accidents per vehicle miles traveled) than other arterial highways within the City. Accidents involving pedestrians crossing the highway for beach access are of particular concern.

¹ Orange County Transportation Commission, Orange County Multi-modal Transportation Study, October 1979.

DESIGN CAPACITY AND TRAFFIC VOLUMES ON PACIFIC COAST HIGHWAY

	A.H.F.P. Design Capacity	1978 (ADT)*	1978 Peak Month (ADT)*	1995 Projected (ADT)*	1995 Proj. Peak Month (ADT)*
North City Boundary - Warner Avenue	20,000**	34,500	38,500	42,000 - 53,000	43,000 - 57,000
Warner Avenue - Goldenwest Street	30,000***	28,500	37,000	34,400	44,700
Goldenwest Street - Beach Blvd.	30,000***	28,500 - 30,500	37,000 - 39,500	38,900 - 41,700	48,400 - 56,700
Beach Blvd. - Santa Ana River	20,000**	32,500 - 41,500	39,500 - 51,000	45,900 - 54,000	55,800 - 70,400

NOTE: *Average daily traffic.
 **For a 4-lane undivided highway
 ***For a 4-lane divided highway

SOURCES: Technical Committee of the Orange County Arterial Highway Financing Program
 (A.H.F.P.)
 City of Huntington Beach, Public Works Department
 Caltrans, 1978 Traffic volumes on California State Highways

Figure 9.6

Both the City and the State have long recognized the need for improvements to Pacific Coast Highway. Caltrans has proposed a project to convert Pacific Coast Highway into a six-lane divided highway as one method to mitigate congestion and safety problems. The project has been conceptually approved by both the City and the State. The preparation of necessary environmental documents will begin shortly through the combined efforts of the State and Cities of Huntington Beach and Newport Beach.

The project development team established to develop the Pacific Coast Highway improvement project has outlined alternatives to the Caltrans proposal for evaluation in the Environmental Impact Statement. These include various treatments regarding adding lanes within the existing right-of-way and removing shoulder parking; acquiring additional right-of-way; blocking off local streets in conjunction with providing pedestrian overcrossings, improved mass transit facilities, and a no-project alternative.

Given the importance of Pacific Coast Highway to the coastal zone and the magnitude of the impacts associated with alternative proposals it is important that comprehensive study of all feasible alternatives be supported. It would be inappropriate for this plan to recommend any one project until the full environmental impact analysis has been completed.

Arterial Alignments in the Seacliff-Bolsa Chica Area

There is limited circulation in the area inland of Pacific Coast Highway northwest of Goldenwest Street on the Huntington Beach Mesa. As part of the Seacliff IV project, limited access into this area will be provided by the developer. Thirty-eighth Street will be built between Garfield Avenue and the resource production zone fronting Pacific Coast Highway. The City's Master Plan of arterials shows Thirty-eighth Street ultimately extending through the resource production area and connecting to Pacific Coast Highway. Palm Avenue will be extended between Goldenwest Street and the new Thirty-eighth Street extension.

Further improvements to the circulation in this area will be needed to accommodate future traffic. The City is currently preparing conceptual alignments for extensions of Edwards, Ellis, Garfield and Thirty-eighth Streets. These street extensions, particularly Thirty-eighth Street, will provide needed access to coastal recreation areas, including the beach and the proposed Bolsa Chica linear park. The City's coastal policy supports the extension of the above named streets. In addition, the County has prepared an alignment for Bolsa Chica Street which would improve access onto the Huntington Beach Mesa and the proposed Bolsa Chica linear park.

Downtown Circulation

The existing arterial system currently exhibits no significant problems in accommodating traffic in the Downtown area, with the exception of congestion on Pacific Coast Highway during the summer when beach use is most intense. The recently adopted precise plan of alignment for the Atlanta/Lake/Orange intersection is designed to facilitate a parallel east-west route along the Orange/Atlanta corridor to accommodate local traffic and relieve seasonal congestion on Pacific Coast Highway.

ORANGE COUNTY TRANSIT DISTRICT
BOARDING AND ALIGHTING ACTIVITY (Pacific Coast Highway at Lake Street)

	1979			1995		
	Average Weekday	Summer Weekday	Summer Weekend	Average Weekday	Summer Weekday	Summer Weekend
OCTD Local Service	265	1,654	2,482	620	3,854	5,783

SOURCE: O.C.T.D., Huntington Beach Transportation Center Location Study, 1980.

Figure 9.7

ESTIMATED TRAFFIC GENERATED BY LAND USES WITHIN THE DOWNTOWN AT
ULTIMATE DEVELOPMENT*

	Total Trip Ends (Per Day)
Existing Downtown	7,360
Coastal Plan	19,400

NOTE: *Includes the area bounded by Pacific Coast Highway, Sixth Street, Lake Street and the coastal zone boundary; recreation trips generated by the beach are not included.

SOURCE: City of Huntington Beach, Development Services Department.

Figure 9.8

The ability of the Downtown arterial system to accommodate substantial increases in traffic is, however, limited by the inadequate rights-of-way of older streets (Orange Avenue and Main Street), recent reductions in the widths of Lake Street and Atlanta Avenue, and the desire to protect the predominantly residential character of the areas along Main and Lake Streets.

Figure 9.8 shows estimated volumes of daily traffic generated by existing and proposed land uses in the immediate vicinity of the Downtown core. A worst case situation is used, assuming development will occur to the most intense level allowed. In actuality, this level of intensity is unlikely to materialize, or may take many years. As shown, traffic generated by existing uses in the area bounded by Pacific Coast Highway, Sixth Street, Lake Street and the coastal zone boundary creates approximately 7,400 trip ends per day. This does not include recreation traffic which also uses arterials in this area for beach access.

Projected traffic volumes from ultimate development under the coastal land use plan are approximately 2.5 times volumes associated with existing uses in the Downtown area. Much of this increase is attributed to more intense residential, office, and commercial development in the core area, which affects primarily Atlanta Avenue and Fifth and Lake Streets. Secondary impacts on Goldenwest Street and Beach Boulevard may also occur, especially during commuting hours and during summer months when recreational traffic is greatest. A more detailed traffic analysis is contained in the technical report prepared by the Department of Development Services.

Downtown Parking

The availability and convenience of adequate parking facilities in Downtown will have an important impact on the economic vitality of the area. The land use intensities proposed by the Coastal Land Use Plan will require parking facilities beyond the amount currently provided in Downtown.

Mass Transit Service

The Orange County Transit District (OCTD) predicts that bus ridership in the coastal zone will increase over the next fifteen years. OCTD indicates that boarding and alighting activity for an average day in the vicinity of Pacific Coast Highway and Lake Street is currently approximately 265 persons. (See Figure 9.7.) OCTD projections for the year 1995 show this same activity increasing by about 133 percent.

Bus ridership in the coastal zone increases dramatically during the summer, primarily as a result of increased recreation trips to beach sites. Currently, summer weekday boarding and alighting in the area is estimated to total 1,654 persons and summer weekend day totals are estimated at 2,482 persons. This activity for a summer weekday in 1995 is estimated at 3,854 persons, and summer weekend totals are projected at 5,783 persons.

The City's coastal policy is to coordinate with OCTD in order to encourage the provision of adequate transit facilities to meet projected future demand.

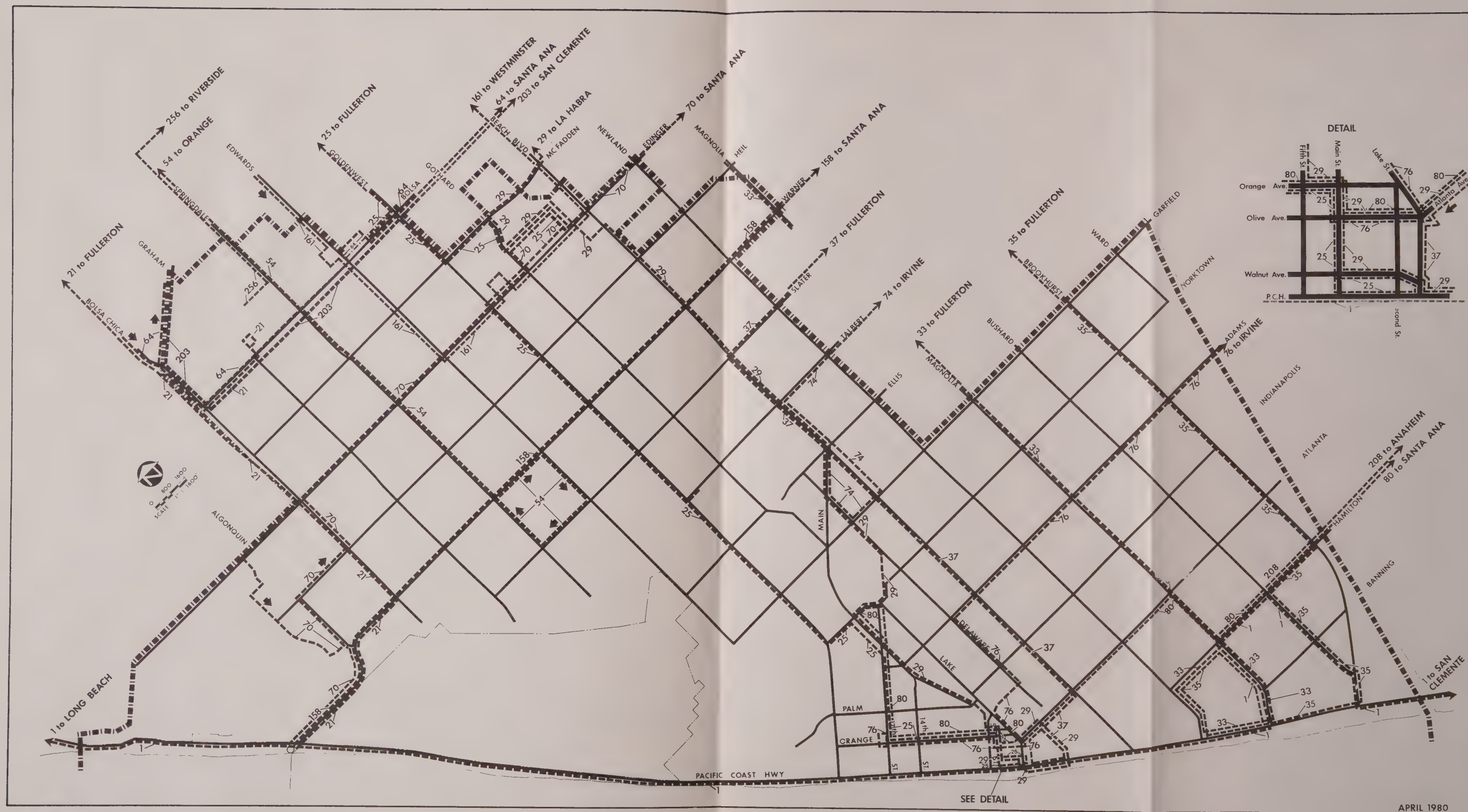
HUNTINGTON BEACH TRANSIT SERVICE OPERATING CHARACTERISTICS

Route Number	Time (in minutes) Between the Arrival of Buses at any Given Time				
	Weekday (Peak Hr.)	Weekday (Average)	Saturday	Sunday	Bus Trips per Day
1	60	60	60	60	30
21	60	***	**	--	19
25	30/60*	60	60	--	43
29	30	30	30/60	30/60	64
33	60	60	60	--	26
35	30	30	60	--	51
37	30	30	60	60	59
70	30	30	30	60	64
76	30/60	60	60	****	42
158	60	60	--	--	26

NOTE: *Variable headway on portions of the line.
 **Saturday service during summer months only.
 ***AM/PM peak hour service only.
 ****Service on portion of route only.

SOURCE: Orange County Transportation District

Figure 9.9



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

O.C.T.D. BUS ROUTES

Figure 9.10

Benefits of emphasizing the use of mass transit rather than encouraging increased use of the private automobile for recreational traffic in the coastal zone include: 1) less land area used for parking lots and street widenings, 2) less congestion and 3) less pollution and noise associated with automobile traffic.

Transportation Center

OCTD has proposed to locate a transportation center in the coastal zone in the vicinity of Lake Street and Pacific Coast Highway. The term "transportation center" refers to a passenger and community-oriented facility strategically located where transit services converge. The services involved in the proposed project will primarily be public bus lines and taxis.

The proposed transportation center is intended to mitigate transit problems by separating bus operations from Pacific Coast Highway, providing a safe and efficient location for passenger loading and unloading, enhancing transit accessibility and schedule reliability, and providing sheltered areas and other amenities.

The City Council recently requested that OCTD consider alternate sites for the location of the Transportation Center. The City's coastal policy supports a location that would serve both recreation and commuter traffic. The location should be close to centers of activity and population. The design and location of the facility should mitigate any adverse impacts on the project site and the immediate surrounding area.

9.4.3 Conclusion

Local traffic generated within the coastal zone represents only a fraction of the existing and projected traffic volume on the arterial highways within the zone. Regional traffic, including commuter and recreation trips, are major components of traffic in the coastal zone. The major task of the Coastal Element is to accommodate this traffic with minimal adverse impacts to the local area. Coastal policies aim to achieve this through the following objectives:

- Additional study of recreational traffic levels and patterns within the coastal zone.
- Correction of existing deficiencies in the arterial system within the coastal zone.
- Improved circulation inland of Pacific Coast Highway between Goldenwest and Edwards Streets.
- Study of alternative mechanisms for improving parking in Downtown.
- Provision of transit facilities adequate to encourage and meet future demand.

9.5 HAZARDS

9.5.1 Background

Natural environmental hazards in the coastal zone result from the area's geologic history and proximity to the ocean. The coastal zone has three geologically active earthquake faults which are part of a larger Newport-Inglewood fault structure, as well as several potentially active faults. The coastal zone also contains peat and organic soil deposits which have high subsidence potential and clay soils which have a high expansion potential. Some areas between the Santa Ana River and Beach Boulevard and between the northwest bluffs and Warner Avenue are at a lower elevation than the river and the connecting flood control channels and are subject to potential flooding during a 100-year storm.

9.5.2 Analysis

The Seismic-Safety Element of the City's General Plan is intended to ensure that all development is carried out in such a way as to assure stability and structural integrity and to minimize risk to life and property due to geologic, flood and fire hazards. Two studies provide the major technical material for this element. Geologic and seismic conditions affecting the City are analyzed in the Geotechnical Inputs report of February, 1974, prepared by Leighton-Yen and Associates in conjunction with the Planning Department. A Flood Hazard Study was also prepared by the Planning Department Staff in 1974.

The Seismic-Safety Element is considered adequate to address environmental hazards in the coastal zone.

9.5.3 Conclusion

Policies related to hazards in the coastal zone have not been further considered in this element because they would be identical to those contained in the Seismic-Safety Element.

COASTAL LAND USE PLAN and POLICIES



section 10

DEFINITIONS

ANCILLARY:

Supplementary; adding or making more complete.

BOARDWALK:

A wooden walkway on raised pilings.

BULK:

Spacial dimension; height and width.

CONSOLIDATE:

To join together into one common whole; e.g., parcels of land under one ownership.

DISPERSED OWNERSHIP:

Term used to describe an area in which individual lots are owned by different people.

GRANTSPERSON:

Person employed to seek out sources of State and federal funding for local projects.

IMPLEMENTATION:

Those actions necessary to fulfill the goals, objectives and policies of a plan.

LAND USE CATEGORY:

A division within the system of land use classification used in the City's General Plan.

NODE:

Point at which two or more facilities come together or overlap.

OVERLAY:

A supplemental map presenting additional information.

PERIMETER:

A line or strip bounding an area.

PERIPHERAL:

Located away from the central portion of an area.

SEISMIC-SAFETY ORDINANCE:

Ordinance passed by the Huntington Beach City Council in July, 1979, requiring that existing buildings which cannot sufficiently withstand earthquake action be corrected to eliminate hazards.

SITE PLAN REVIEW PROCESS:

Process by which proposed new development projects are reviewed by City staff for conformance to City ordinances and codes.

TERMINUS:

Either end of a transportation line or travel route.

10. Coastal Land Use Plan

10.1 BACKGROUND

The previous sections of this document identified the significant issues related to the Huntington Beach coastal zone and discussed in general terms the City's strategies for resolving those issues. The following section presents the land use plan which in total, represents the City's plan for protecting, enhancing and managing its coastal resources. The plan consists of two parts: 1) a text describing land use categories along with a map depicting where those categories have been applied, and 2) policies which further protect coastal resources.

The coastal land use categories and map are presented first. They are the principal tool used by the City to indicate the acceptable locations for different kinds and intensities of land uses. The category descriptions set forth the use or combination of compatible uses that would be allowed under each designation. The land use map is accompanied by area-by-area descriptions; the text explains where changes to the existing General Plan have been made in the coastal zone, and how those changes help to serve Coastal Act requirements. Lastly, policies are presented which provide a framework for future land use decisions.

10.2 LAND USE CATEGORIES

The land use plan utilizes the same designations currently found in the Land Use Element, as well as six new or revised designations which more specifically reflect intended coastal land uses. This section describes the various categories and briefly discusses their relationship within the coastal zone.

The general height limit for all categories of development is three stories. In specified areas, bonuses for parcels of one half block or more may be granted provided that the following conditions are met:

1. The bulk and siting of structures shall be controlled to protect public access and scenic and visual resources. A number of approaches may be used to achieve this, such as a step approach to building heights, staggered building envelopes, limits on the site coverage and building orientation, and use of view corridors.
2. Adequate parking shall be provided.

Areas where increased intensities may be granted are depicted in Figure 10.8 on page 128.

10.2.1 Residential

Residential uses are planned for approximately 1,600 acres of the coastal zone to provide opportunities for people to live near the coast. A range of allowable residential densities is proposed in keeping with the City's goal to provide a variety of housing opportunities by type, tenure, and cost for households of all sizes throughout the City. All of the following residential designations also allow certain support uses by special permit: elementary and private schools, neighborhood parks and private recreation areas, churches, fire stations, utility substations, day care centers, and convenience commercial centers (less than 1.5 acres in size).

Low Density - The low density designation is intended to provide the lowest intensity of residential development in the coastal zone and is applied to areas where residential uses currently exist or are planned to be developed at an intensity of less than seven dwelling units per gross acre of land. Principal uses permitted under the low density residential designation include detached single family dwellings, condominiums, and mobile home parks. Primary areas for low density include sites bounded by arterial highways and conveniently served by nearby elementary schools, commercial development and park and recreation areas.

Medium Density - This designation provides for more intense housing development and allows a density range of seven to 15 dwelling units per gross acre of land. Principal uses include condominiums, single family dwellings in small lot areas, small multiple-family apartments (2-4 units), and mobile home parks. Medium density residential uses are located convenient to schools, parks, shopping areas, and primary transportation routes, and may act as buffers or transitions between low and higher density residential areas and between residential and more intense non-residential uses.

High Density - The high density designation provides for the most concentrated residential development in the coastal zone. While there is no upper limit on density under the high density land use designation, the City's zoning ordinances permit residential development to a maximum of 35 units per acre.

Principal uses permitted under the high density designation include large apartment and condominium complexes and smaller apartments in small lot areas.

High density residential uses are planned near other intensive land use areas, employment centers and major transportation and public transit routes.

10.2.2 Commercial

Commercial uses in the coastal zone are of two types: general facilities for the community and the city as a whole and more specialized uses oriented to visitors to the coast.

In order to guide the orderly development of both local and visitor-commercial uses, the following designations are utilized in the coastal plan.

General - The general commercial designation allows convenience, neighborhood, and community-oriented retail and business centers. While these centers vary in number, size, and composition, they are intended to serve the everyday shopping needs of permanent residents of an area.

Visitor-Serving - The visitor-serving commercial category is a new designation created in response to the Coastal Act policy which encourages adequate visitor-serving facilities in the coastal area. The principal permitted uses are hotels, motels, restaurants, theaters, museums, specialty and beach-related retail, and service uses. Office and residential uses would also be allowed by special permit. These uses are located near visiting-drawing attractions such as the Municipal Pier and the beaches, and along major access routes from inland areas. Office and residential uses shall be conditional only and shall only be permitted if visitor serving uses are either provided prior to other development or assured as part of the development. No office or residential uses shall be permitted in any visitor-serving designation seaward of Pacific Coast Highway.

In visitor-serving commercial development the street level or one-third of the total floor area shall be devoted to visitor-serving commercial uses; however at least 50 percent of the street level shall be visitor-serving commercial.

In the event of a consolidation of a minimum one block area, conditional uses may be located in separate structures or on separate portions of the parcel in the context of a planned development, provided no less than one third of the total floor area permitted is devoted to visitor-serving uses, and provided that substantial public open space and pedestrian access amenities are provided to maintain a predominantly visitor-serving orientation.

10.2.3 Mixed Uses

The Land Use Element of the City's General Plan includes a broad mixed development category intended to encourage maximum flexibility. The Coastal Element has refined the category to provide more direction for the types and level of development desired. Two new mixed use categories have been developed for the coastal zone.

Office/Residential - The intent of this designation is to allow a mix of medium to high density apartments and condominiums with professional office space. This can be accomplished by integrating residential and office uses within the same general area or by vertically mixing these uses within the same building. Limited ancillary retail commercial and service uses are also conditionally allowed; however, the emphasis is on the office/residential mix.

In an urban center, offices and residences are compatible uses which complement each other. In the Downtown, intensified residential uses would provide housing close to employment and add support for planned general and visitor commercial. The offices would provide work opportunities and services to the residential community.

Commercial/Support Recreation - This designation conditionally allows commercial facilities as a major use and recreational facilities as a support use. It is especially appropriate for large areas which can be planned as one coordinated development. The City's intent is to encourage uses that are open to the public and that capitalize on the mild climate and beach location. Facilities such as restaurants and hotels will be encouraged as part of a coordinated development.

10.2.4 Industrial

Industrial uses in the Huntington Beach coastal zone are limited almost exclusively to those facilities associated with the extraction, storage, and transmission of oil and natural gas. Although the actual area designated for industrial activities represents only about 4.5 percent of the coastal zone, these uses nonetheless have a significant influence on the economic viability of the area and the City as a whole. The categories of industrial land uses planned for the coastal zone are described below.

General - Industry which is not coastal dependent is generally not encouraged in the coastal zone. However, this category is included in the land use plan in recognition that some light industry is already located in the City's coastal zone away from the shoreline and near energy and other compatible uses. Principal uses permitted under this designation include light manufacturing, assembly, packaging, electronics, wholesale distribution, machine shops, warehousing, storage, administrative offices, and service uses.

Resource Production - The resource production designation is intended to accommodate coastal-dependent oil activities. Principal permitted uses include oil wells, injection equipment, separation and treatment facilities, storage tanks, transmission lines, equipment storage and maintenance yards, and administrative offices. This designation is not applied to areas where small-scale oil production activity takes place in conjunction with other primary land uses. Rather, the resource production designation is used for areas where the extraction, separation, storage, and transmission of crude oil constitutes the primary land use and is anticipated to be the major use for the next 15-30 years.

10.2.5 Open Space

Open space constitutes an important category of uses in the coastal zone. The Land Use Element currently has only one open space designation to cover recreation, parks and scenic corridor areas. To more accurately reflect the specific types of open space uses in the coastal zone, the Coastal Element establishes three separate categories, described below.

Water-A total of 245 acres of inland channels are located in the Huntington Harbour area. These channels provide recreational opportunities for the residents of the Harbour and the general public, and access to the ocean via Anaheim Bay in Seal Beach. Inland channels are depicted on the land use plan as water open space. The principal uses allowed in this category are water-oriented recreation such as boating, swimming and fishing.

In Huntington Beach the most important water area is the Pacific Ocean. While it is used primarily for recreational purposes -- swimming, surfing, fishing and boating -- it also serves other functions related to energy production and waste treatment. Although the ocean has important effects on shoreline land uses in Huntington Beach, the coastal waters and their use within the three mile limit are largely regulated by the State of California. For this reason, the ocean is not included as a designation on the map. In order to fully utilize and protect this vital resource, however, the Coastal Element does establish policies to regulate onshore activities affecting the ocean. (See Section 5 for a discussion of policies related to water quality and marine resources.)

Four flood control channels traverse the Huntington Beach coastal zone, conveying drainage and storm runoff from inland areas to the sea. Flood control channels are not considered a major land use in the City and for this reason are not designated as specific uses on the plan. However, the location of these channels are indicated on the map because they can be important for establishing buffers between different land uses. This buffering effect is especially important in the area by the Santa Ana River where flood control channels separate undeveloped natural areas from more intense development.

Similarly the Santa Ana River which forms the eastern boundary of the City of Huntington Beach is shown on the map but not designated for specific uses.

Conservation-Conservation is a new designation intended to protect valuable resource areas in the coastal zone from most types of development. The designation allows only certain low intensity activities which provide public access, so long as the resources being protected are not impaired. Such support activities could include picnic and observation areas, nature trails and peripheral bike paths, informational signs or displays, and peripheral parking areas. This designation also allows the additional uses outlined in Sections 30233 and 30264 of the Coastal Act under the conditions stated therein. Conservation areas may be publicly or privately owned; however, public access to these areas is encouraged and should be provided where possible.

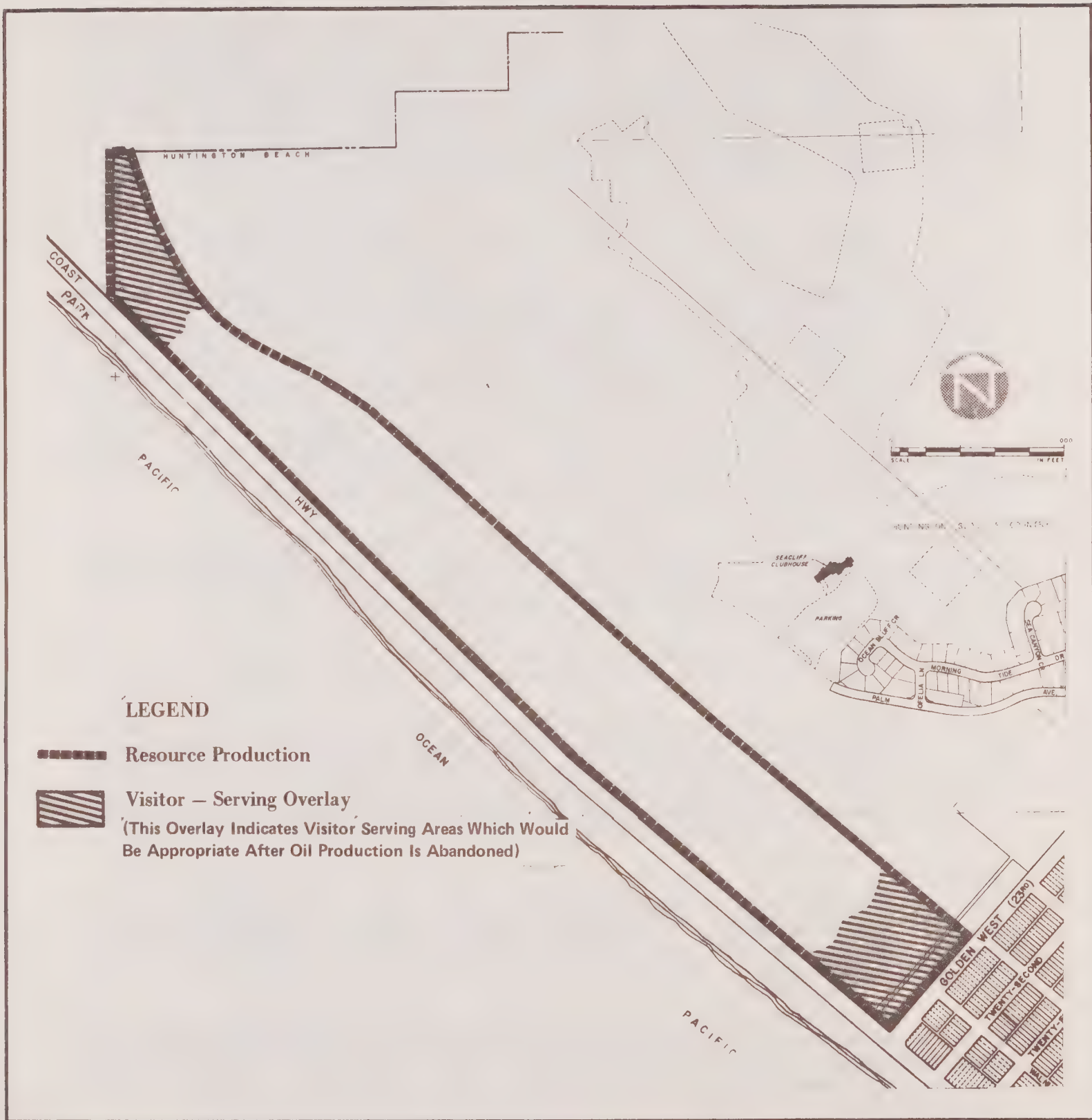
The designation is applied to those areas where only very limited use is best due to unstable soil conditions and slopes or the existence of significant wildlife habitats or endangered species, and is an important tool for protecting environmentally sensitive habitats and visual resources.

Recreation-Recreation is another new designation used in areas throughout the coastal zone to accommodate passive and active recreational uses.

In keeping with Coastal Act policies concerning shoreline access and recreation and visitor-serving facilities, the Land Use Plan designates the entire shoreline area between Pacific Coast Highway and the ocean from Warner Avenue to the Santa Ana River, for recreational use. Through additional policies, principal permitted uses in beach areas are limited to open sand areas, beach related recreational activities, and under certain conditions, parking lots, concessions and camping.

Publicly-owned regional and community parks are also designated recreation in the Coastal Element. Local neighborhood parks are similar recreation uses, but because of their size, they are allowed under all designations except conservation.

The recreation designation allows for more intensive uses if compatible with environmental resources. Uses include publicly and privately owned golf courses, tennis and boating clubs, athletic fields, stables, campgrounds, and other commercial recreation uses.



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

LAND USE PLAN OVERLAY
GOLDENWEST STREET TO
HUNTINGTON BEACH
MESA BLUFFS

Figure 10.1

10.2.6 Other Uses

Public, Quasi-Public, and Institutional - This designation allows for a variety of uses essential to the well-being of the community at large, such as government facilities, high schools and colleges, libraries, police and fire stations and training facilities, utilities and other community facilities, churches and institutional organizations. Libraries, fire stations, utility substations, and churches in the coastal zone are small and decentralized, and are therefore allowed under most land use designations without being individually shown on the land use map. The coastal plan designates three areas public, quasi-public: the Southern California Edison Company electrical generating station site, the Orange County Sanitation District's sewage treatment plant area, and the rotary mud dump.

Industrial Energy Production - The intent of this land use designation is to protect a unique environmentally sensitive area without precluding expansion options for energy production. These goals are specifically addressed in Coastal Act policies 30233(a)(1) and 30264, which stipulate conditions that must be met in accomodating the construction or expansion of energy facilities in a wetland. Conditions to be imposed include mitigation measures to minimize adverse environmental effects, and measures to maintain or enhance the functional capacity of the wetland.

10.3 OVERLAYS

The Coastal Act allows localities to prepare special overlays for resource production areas to indicate desired uses after resource production activities have ceased. The Huntington Beach coastal plan designates the oil extraction area along Pacific Coast Highway as resource production. The overlay shown in Figure 10.1 indicates that visitor-serving nodes are desired for the area. Because of adjacent land uses immediately outside the resource production area and the circulation patterns, these two nodes are designated on Pacific Coast Highway at Goldenwest Street and at the proposed extension of Thirty-eighth Street. An overlay of land uses between these two visitor-serving nodes has not been determined at this time since recycling of oil production activities is not expected to occur for at least 20 years.

Another overlay has been prepared indicating those areas that are now utilized for mobile home parks. (See Figure 10.2) The City's Housing Element states that the City is to encourage the retention of existing numbers of mobile homes and investigate areas for potential new mobile home zoning.

10.4 LAND USE PLAN AND AREA-BY-AREA DISCUSSION

In order to facilitate analysis of the coastal land use plan, the coastal zone has been divided into smaller areas which are discussed separately below. First, existing land uses in each area are described. Then the designations which have been retained in the existing General Plan are outlined. Finally, areas where changes to the existing plan have been made and the rationale underlying the designation is discussed.

Vacant parcels are especially important for coastal planning. In most built-up places, the character of the area is already established, and changes there will occur slowly and incrementally. Significant new development is more likely to occur on vacant land; the land use plan can help guide appropriate new uses in those areas. The most important vacant parcels in each subarea are identified and analyzed in the text.

10.4.1 HUNTINGTON HARBOUR

This area includes the City's coastal zone between Warner Avenue and the northeastern City limits. (See Figure 4.1.)

Existing Uses

Huntington Harbour, an 860-acre residential marina, occupies much of this area. It consists of 1,950 detached single family homes, 1,650 attached condominiums, and a 342-unit apartment complex, all oriented around a three-mile network of channels. The Harbour area also accommodates three commercial centers: Harbour Mall, a neighborhood center located at Algonquin Street and Davenport Drive; a convenience center at the intersection of Warner Avenue and Pacific Coast Highway; and Peter's Landing, a commercial center at Pacific Coast Highway and Anderson Street. The area along the inland side of Pacific Coast Highway north of Anderson Street supports motels, restaurants, and marina-oriented retail and service uses.

The area also includes one elementary school and an adjoining neighborhood park site, as well as a 17-acre undeveloped elementary school/neighborhood park site. Seven additional park areas of varying sizes are located throughout the residential area. A fire station, one boat club and one boat and racquet club are also located in this part of the coastal zone.

Land Use Designations

Huntington Harbour is almost completely developed with relatively permanent uses. For the most part, these are accurately reflected in the existing General Plan designations retained in the coastal plan. However, some changes have been made:

1. The condominiums along Mariner Drive are redesignated from medium to high density residential to reflect the existing intensity of development of 18.4 units per gross acre.
2. The Peter's Landing center and the commercial strip extending northward from Anderson Street are redesignated visitor-serving because they both front Pacific Coast Highway, a major accessway for beach-users and other coastal zone visitors.
3. The Harbour channels are changed from the general category of open space to the specific category, water, to more accurately reflect their actual use for water-oriented recreation activities.
4. The Warner Fire Station site, which includes a public boat ramp, the Huntington Harbour Yacht Club and Seabridge Park on Countess Drive are changed from general commercial to recreation to show their actual uses.

LAND USE ACREAGE SUMMARY
HUNTINGTON HARBOUR AREA

<u>RESIDENTIAL</u>	Acres
Low Density	498
Medium Density	79
High Density	34
<u>COMMERCIAL</u>	
General	21
Visitor-Serving	18
<u>OPEN SPACE</u>	
Water	245
Recreation	<u>14</u>
<u>TOTAL</u>	909

Figure 10.3

5. The Huntington Harbour Bay and Racquet Club is redesignated from open space to recreation to more accurately reflect actual uses there.

The principal vacant property in this area is 17-acre elementary school/neighborhood park site owned by the Ocean View School District and the City of Huntington Beach. Currently, the District does not have plans for the site. If the site is sold, the land use plan designations would allow it to be developed to low density residential in keeping with the surrounding uses. Remaining vacant lots in residential areas are also designated the same density as adjacent uses. Development on vacant lots fronting on waterways will be subject to the access policies contained in this element.

10.4.2 WARNER AVENUE TO THE BLUFFS

Existing Uses

This 400-acre subarea of the coastal zone extends between Warner Avenue to the City limits near the Huntington Beach Mesa bluffs. (See Figure 4.1.)

The area between Warner Avenue and Los Patos Drive is comprised of 27 acres of low density, single-family homes and two acres of medium density residences. The area between Los Patos Drive and the Wintersburg Flood Control Channel is vacant and includes a small section of the Bolsa Chica bluffs. With three exceptions the remainder of this subarea, over 300 acres southeast of the channel, is almost completely developed with single family houses.

Land Use Designations

The existing General Plan accurately reflects the existing uses in the developed parts of this subsection. The Metropolitan Water District (MWD) owns 44 vacant acres between the Wintersburg Channel and the bottom of the Bolsa Chica bluffs and is considering plans to construct a saltwater desalinization and electrical generating facility there. The coastal plan retains the existing low density residential category for two reasons. First, the environmental impacts of the proposed facility have not been analyzed. A general plan amendment and various applications would have to be approved before such a project could be constructed, allowing for full environmental analysis. Secondly, should MWD determine the project is not feasible and dispose of the property, low density residential would be the most appropriate use given surrounding development patterns and circulation constraints.

The coastal plan has changed the allowable land uses on two other vacant areas in this subsection of the coastal zone:

1. The five-acre vacant area between Los Patos Drive and the Bolsa Chica Street extension is currently designated medium density residential. This has been redesignated low density residential in order to be more compatible with surrounding development and to decrease potential impacts on the nearby bluffs and Bolsa Chica.

LAND USE ACREAGE SUMMARY
WARNER AVENUE TO HUNTINGTON BEACH MESA BLUFFS

<u>RESIDENTIAL</u>	Acres
Low Density	385
Medium Density	2
<u>OPEN SPACE</u>	
Recreation	11
OCFCD Channels	<u>10</u>
<u>TOTAL</u>	408

Figure 10.4

2. A 10.5 acre area between the proposed Bolsa Chica Street extension and the bottom of the mesa bluff is now planned low density residential. This bluff area contains a significant stand of mature eucalyptus trees and affords a view into the Bolsa Chica and toward the ocean. To protect these bluffs and to allow public access to, and use of, this scenic area, it has been redesignated recreation. While the property could support either passive or active recreational uses without jeopardizing scenic amenities, a major recreation facility would not be compatible with the sensitive nature of the bluff and would not be allowed. The recreation designation is also compatible with existing stables located directly south in the County's jurisdiction.

The only other significant vacant parcel in this area is a 12.6-acre undeveloped elementary school/neighborhood park site which is included under the low density category. The City will use the site as a park until the Ocean View School District, which owns the land, either builds a school or sells the property. If the property is sold, it can be developed as low density residential, like the surrounding existing uses.

10.4.3 BLUFFS TO GOLDENWEST STREET

This area of the coastal zone extends from the City-County boundary near the Huntington Beach Mesa bluffs to Goldenwest Street. (See Figure 4.1.)

Existing Uses

Most of this subarea is vacant or used for oil production. Along Pacific Coast Highway is a 600-foot wide strip of land (120 acres) which is intensively used for oil-related facilities. Farther inland from this strip, the land is largely undeveloped, although there are a few oil islands and scattered wells and pipelines. Chevron U.S.A. has offices and storage areas between Goldenwest Street and Palm Avenue. On the other side of Palm Avenue is a small area of single family homes which is adjacent to a portion of a golf course. Both the residences and golf course are part of earlier developments.

The oil production strip along Pacific Coast Highway accommodates surface facilities which extract oil from thousands of underground acres and from oil pools as far as two miles offshore. This site allows for the extraction of an increasingly valuable energy resource while efficiently using surface land, another valuable coastal resource. The oil field here is expected to be productive for at least another 20 years.

Land Use Designations

The oil extraction area along Pacific Coast Highway has been designated resource production in the General Plan in recognition of the need to accommodate these important energy facilities. This designation is retained and an overlay established which indicates desired uses for this area after resource production activities have ceased. (See Figure 10.1.) The existing single family residential area to the northeast is retained as low density because of its relatively permanent nature.

LAND USE ACREAGE SUMMARY
HUNTINGTON BEACH MESA BLUFFS TO GOLDENWEST STREET

<u>RESIDENTIAL</u>	Acres
Low Density	109
Medium Density	69
High Density	22
<u>INDUSTRIAL</u>	
Resource Production	119
<u>OPEN SPACE</u>	
Conservation	20
Recreation	<u>82</u>
<u>TOTAL</u>	403

Figure 10.5

The General Plan currently designates the remainder of this area planned community. This has been replaced by a number of more specific designations.

1. The golf course has been changed to recreation to reflect its actual use.
2. The 115-acre site of the recently proposed "Seacliff IV" development has been redesignated to correspond to the permit for that project as granted by the State Coastal Commission. The project encompasses most of the land bounded by Palm Avenue, the golf course and 38th Street. A total of approximately 531 dwelling units are to be developed in two low density areas (of 94 acres combined) and a 20-acre medium density area at the intersection of Palm Avenue and 38th Street.

The Coastal Commission required the inclusion of an additional 19-acre area to be developed with up to 450 high density townhouses bringing the total number of units to a maximum of 981. Twenty percent of the total units must be "affordable" by the State Department of Housing and Community Development definition. This site, which is south of Palm Avenue on both sides of Thirty-Eighth Street, has been redesignated high density residential. The Coastal Commission also required that an additional area fronting Pacific Coast Highway just south of the high density residential site be reserved for commercial recreation uses. This area is shown on the resource production overlay. (See Figure 10.1.)

3. The Coastal Commission permit for Seacliff IV requires a 100-meter buffer area along the Huntington Beach Mesa bluffs to protect the low-lying Bolsa Chica. Parts of this buffer area are in the City's jurisdiction and, therefore, have been designated conservation, the most restrictive category.
4. The Coastal Commission permit for Seacliff IV also requires any development be setback 100 feet from the upper edge of the buffer zone. In addition, the City and County have been planning for the development of this blufftop area for a "linear park." The park would afford views of the wetlands, shoreline and ocean and would provide a direct link between Huntington Central Park and the beach by completing a system of trails along Edwards and 38th Streets. This blufftop area has been designated recreation, which would accommodate both the linear park and the setback requirements near Seacliff IV.
5. The area between Palm Avenue and Goldenwest Street, now used for offices and some oil facilities, has also been redesignated medium density residential. The separation of this site from the Pacific Coast Highway by the resource production area reduces its ability to support commercial and recreational uses. Additional factors affecting development of this area include the bisecting effect of the proposed Orange Avenue street extension from Goldenwest Street to Palm Avenue and the location of the Chevron administrative offices on approximately 12 acres along Goldenwest Street. The new designation on this 48-acre area would allow a maximum of 720 units, a portion of which are to be affordable to low and moderate income individuals and families. The medium density designation is compatible with the medium and high density area to the east across Goldenwest Street.

LAND USE ACREAGE SUMMARY
GOLDENWEST STREET TO BEACH BOULEVARD

<u>RESIDENTIAL</u>	Acres
Medium Density	161
High Density	70
<u>COMMERCIAL</u>	
General	11
Visitor-Serving	40
<u>MIXED DEVELOPMENT</u>	
Recreation/Support Commercial	57
Office/Residential	<u>35</u>
<u>TOTAL</u>	374

Figure 10.6

10.4.4 GOLDENWEST STREET TO BEACH BOULEVARD

This part of the coastal zone presents several particularly complex issues which led to a different planning approach for this area. It includes the City's Downtown, the future of which has been a center of debate within the community and the focus of numerous studies, plans and proposals.

The Downtown is an older commercial area; many of the structures were built in the 1920's. As this part of the City aged and new population centers developed farther inland, the commercial activities declined. In the 1960's, proposals to route a new freeway near Downtown (since deleted) prompted efforts to redevelop the area. The City envisioned a significant role for itself in this redevelopment process and its early strategies involved the use of a municipal agency to acquire Downtown properties, consolidate lots and rebuild the area in a coordinated manner. Many property owners resisted this approach, feeling that the use of eminent domain was unjustified. After years of controversy, numerous studies and several lawsuits, the City changed its approach in 1976 by adopting an amendment to the General Plan which allowed significant flexibility for new uses in the area. This strategy was intended to encourage private sector efforts to revitalize the Downtown.

This part of the coastal zone is increasingly valuable principally because of the burgeoning population in the region and the scarcity of developable coastal land. However, many property owners are reluctant to engage in new development now for fear that the State and City will forestall such activity until the coastal plan is complete. Thus, to a significant degree, the private sector is waiting for the plan to provide direction for its development efforts.

Planning for this area is complicated by other problems. First, this part of the coastal zone is characterized by small parcels and highly dispersed ownership, which has inhibited large-scale projects. Second, the City's flexibility regarding allowable uses has contributed to a diverse mix of activities - - oil extraction, commerce, parking lots, residences. Third, the City passed a seismic safety ordinance which requires all structures to meet certain safety standards in order to better withstand earthquakes. Preliminary studies indicate that most of the buildings in the Downtown core will need to be torn down and rebuilt, or reinforced, to meet these safety standards.

Superimposed over these factors, the community has engaged in a long-standing debate over the appropriate "character" for this area. Some factions argue that the Downtown should remain a low-intensity seaside village. Other parties envision the Downtown becoming a regional center with high-rise buildings. Still others want something "in-between," a more intensive urban area but not a regional high-rise district. The Coastal Act adds still another set of considerations to the planning process by requiring certain regional and Statewide coastal concerns be included in any plan for the area.

In preparing the Coastal Element, City staff developed three alternative land use plans for the area from Goldenwest Street to Beach Boulevard reflecting low, moderate, and high intensities of development. These alternatives attempted to provide a range of planning options for decision makers while reflecting both statewide coastal priorities and local community concerns. The three alternative plans were analyzed by staff in terms of their probable impacts on existing development and character of the area, traffic, circulation, parking, public works infrastructure capacities, environmental quality and fiscal constraints. The plans also received extensive public input at meetings and hearings of the Citizens Advisory Committee, Planning Commission, and City Council. As a result of this planning and review process, a single land use plan was approved for the Goldenwest to Beach area which integrates State and local interests and priorities. Before the land use plan is discussed, the existing land use patterns and General Plan designations are reviewed.

Existing Uses

The narrow strip between Goldenwest and Sixth Streets is part of the Townlot section of the City which, like much of this area of the coastal zone, is characterized by small lots and dispersed ownership. Many of the parcels which front on Pacific Coast Highway are either vacant or used for oil production, while many lots facing Walnut Street are developed as multi-family residences. A few commercial establishments are also scattered along this strip.

The area between Sixth and Lake Streets is often referred to as the Downtown "core." This was at one time the City's principal commercial center; now, however, it is characterized by smaller scale uses -- surf shops, thrift stores, coffee shops and similar establishments, primarily focused around Main Street. Land uses become more mixed farther away from Main Street and include single-family and multi-family residences, oil activities, parking lots and commercial establishments.

At the northern tip of this area is the old Civic Center site, bounded by Orange Avenue, Main, Fifth and Sixth Streets.

The area inland from Lake Street and Atlanta Avenue is part of the Oldtown section of the City and is devoted to a mix of single and multi-family residential uses. A corridor which is largely vacant is located along the eastern side of Lake Street.

Two hotels front Pacific Coast Highway between Lake Street and Beach Boulevard. Inland between Lake Street and Huntington Street, the land is largely vacant and used for some oil facilities. The inland area between Huntington Street and Beach Boulevard is partly developed as mobile home parks and a golf course, and partly as medium density condominiums.

AMENDMENTS			
PLANNING COMM.		CITY COUNCIL	
DATE	RESOLUTION	DATE	RESOLUTION
11-6-76	1187	12-6-76	4368
6-7-77	1196	8-1-77	4484
9-29-77	1202	11-7-77	4551
12-6-77	1206	12-19-77	4572
8-1-78	1232	8-21-78	4660
10-17-78	1236	11-6-78	4696
11-21-78	1239	12-18-78	4708
3-6-79	1242	3-19-79	4728
3-18-80	1261	4-7-80	4865
10-21-80	1268	12-15-80	4936
5-19-81	1273	6-15-81	5005
11-3-81	1278	12-7-81	5053
11-17-81	1279	12-21-81	5060



HUNTINGTON BEACH, CALIFORNIA
PLANNING DEPARTMENT

GENERAL PLAN
LAND USE DIAGRAM
Adopted December 1976
Revised DEC. 1981

Existing General Plan Designations

The existing plan for this part of the coastal zone utilizes a very broad mixed use category which has contributed to its diverse activities. This designation now covers almost all of the "core" area except for two blocks along Sixth Street. The two hotels, the vacant oil site near Atlanta Avenue and Lake Street, the mobile home park nearer Beach Boulevard and the golf course also fall under this designation.

In the existing General Plan, the mobile home park site next to Huntington Street is planned high density residential; the nearby condominiums are designated medium density; the Townlot area of the coastal zone is designated high density residential; and the Oldtown section is medium density residential.

Building Heights

The land use plan which follows indicates appropriate heights for various areas. It should be noted that the three and six story limitations would not necessarily mean that the entire area would be built to the designated limit.¹ A specific plan, or other zoning device, would be necessary to include open space, setback and other considerations. A "step down" approach, diminishing heights nearer the ocean may be desired, along with phasing of development. This will be considered in the implementation phase of the plan.

LAND USE DESIGNATIONS

The land use plan for the area from Goldenwest Street to Beach Boulevard is described in three sections - Goldenwest Street to Sixth Street, Sixth Street to Lake Street, and Lake Street to Beach Boulevard. Where appropriate, more specific implementation concerns (building heights, parking treatment, etc.) are discussed.

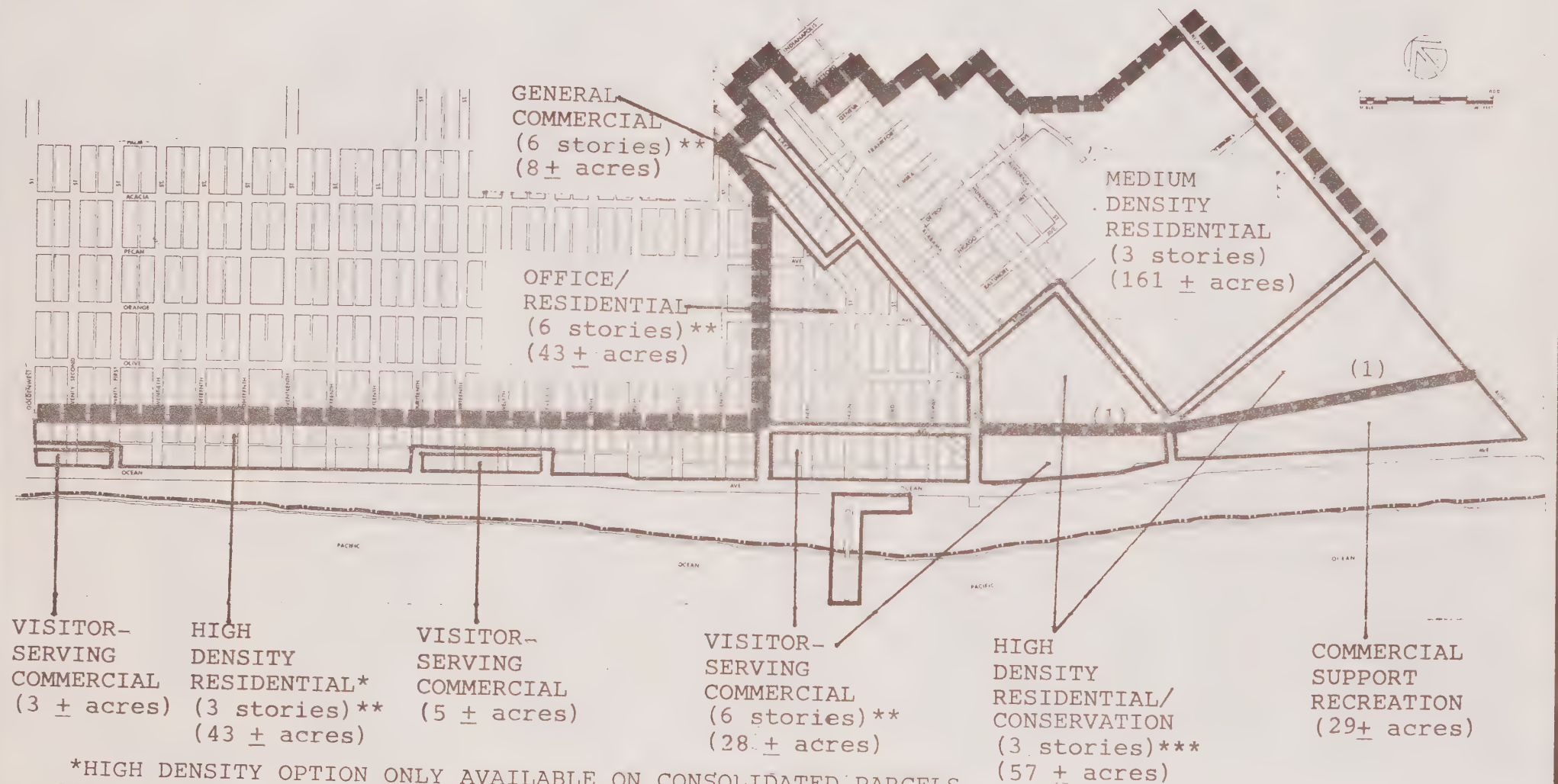
GOLDENWEST STREET TO SIXTH STREET

This area is comprised of 17 blocks along the inland side of Pacific Coast Highway. The entire 52.5 gross acre area was previously designated high density residential in the General Plan, however, the lots facing Pacific Coast Highway are commercially zoned. Development in this area has been confined primarily to the residentially zoned lots, with much of the ocean-facing highway frontage remaining vacant.

As a means of discouraging undesirable strip commercial development along Pacific Coast Highway, the coastal land use plan designates the majority of the area as residential with two nodes for visitor-serving commercial development -- a two-block area between Goldenwest and Twenty-first Streets and a three-block area between Tenth and Thirteenth Streets. These two nodes were selected to concentrate commercial development at specific locations and reflect existing uses.

¹ See page 43 for additional information on building heights.

COASTAL LAND USE PLAN
GOLDENWEST STREET TO BEACH BOULEVARD
(GROSS ACRES)



*HIGH DENSITY OPTION ONLY AVAILABLE ON CONSOLIDATED PARCELS
**SEE PAGE 43 FOR CLARIFICATION OF HEIGHT LIMITS

(1) Conceptual alignment--precise alignment will be curvilinear
and shall conform with Policy 9e.

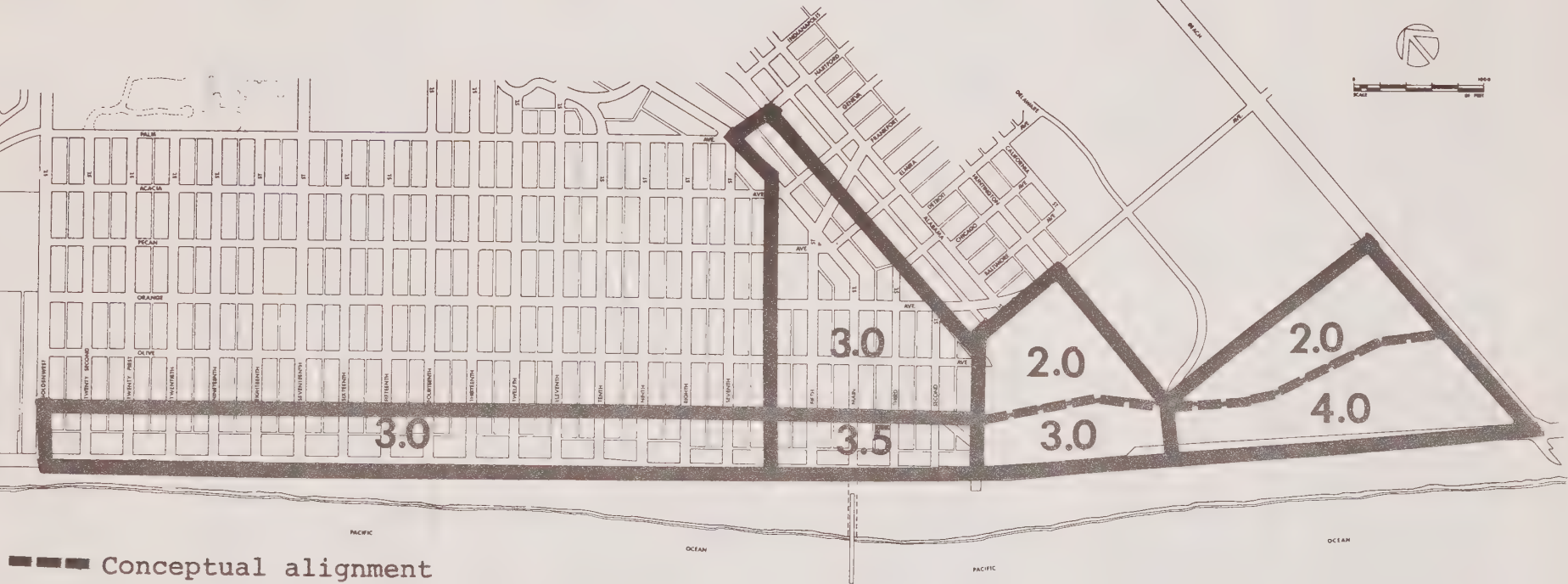
***MAY BE EXCEEDED WITH REDUCED LOT COVERAGE & GREATER SETBACKS



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Figure 10.8

Maximum Floor Area Ratios



CITY OF HUNTINGTON BEACH



Figure 10.8.a Maximum Floor Area Ratios

The remaining 12 blocks along Pacific Coast Highway have been designated medium density residential with height limit of three stories.² Within this area, a base density of 15 units per acre is assumed, with increases up to a maximum of 35 units per acre on a fully consolidated block. Development of the residential blocks is intended to be regulated by a specific plan, which will specify parking, open space, and setback requirements and variable lot area ratios to encourage property consolidation.

SIXTH STREET TO LAKE STREET

Often referred to as the Downtown or core area, the portion of the coastal zone between Sixth and Lake Streets is the focal point of the land use plan because of its existing mixture of commercial and residential uses, community identity, and relationship to the Pier and beach. Within this area, the coastal zone extends inland to Hartford Avenue, encompassing a total of 66.7 gross acres.

The coastal land use plan designates the five blocks facing Pacific Coast Highway (14.9 acres) for visitor-serving commercial uses to capitalize on their visibility from the highway and relationship to the Pier area, which is also designated as visitor-serving. Many of the existing businesses located in the first block area are visitor-oriented, and this is an important area visually in projecting an image of the Downtown area.

Inland of the first block area, the land use plan designates 12 blocks (35.3 acres) for a mixture of office and residential uses. This area is currently characterized by office and commercial uses oriented to Main Street with the outlying areas toward Sixth and Lake Streets predominantly residential. The office/residential designation is intended to encourage the preservation of Main Street as a business corridor, yet allow attractive mixed use developments with mid-rise offices or condominiums affording ocean views. The availability of Fifth and Lake Streets and Orange and Atlanta Avenues for carrying projected increases in traffic also supports the configuration of the office/residential area. To further the mixed use concept and because of the unifying nature of the Main Street semi-mall improvements, visitor-serving uses would also be allowed to locate in the office residential area subject to approval of a conditional use permit.

North of Orange Avenue, the 5.4 acre former Civic Center site has been designated as high density residential to reflect the proposed 157-unit senior citizens housing and recreational complex. The remaining three blocks within the Sixth to Lake Street area (11.0 acres) have been designated for general commercial uses. This area is oriented to Fifth, Main and Lake Streets, primary routes of travel, and is intended to preserve a neighborhood commercial area in close proximity to the seniors' housing. The location of neighborhood commercial uses in this area is also intended to buffer the senior citizen project from more intense development in the office/residential area.

² See page 43 for additional discussion of building heights.

LAND USE ACREAGE SUMMARY
BEACH BOULEVARD TO THE SANTA ANA RIVER

<u>RESIDENTIAL</u>	Acres
Low Density	113
Medium Density	40
<u>COMMERCIAL</u>	
General	4
Visitor-Serving	85
<u>INDUSTRIAL</u>	
General	18
<u>OPEN SPACE</u>	
Recreation	3
<u>OTHER USES</u>	
Public, Quasi-public & Institutional	156
OCFCD Channels	47
Industrial Energy Production	<u>199</u>
<u>TOTAL</u>	665

A six-story height limit has been applied to the entire Sixth to Lake Street area as a means of encouraging the provision of amenities and recycling of existing uses, as well as allowing the possibility for vertical mixed uses within individual developments and providing opportunity for ocean views.*

LAKE STREET TO BEACH BOULEVARD

This area encompasses approximately 260 acres, extending inland to Indianapolis Avenue at one point. The 98-acre area north of Atlanta Avenue is almost completely developed with a mixture of single family and small multi-family uses. The overall density of this area falls into the medium density range; therefore the entire area north of Atlanta Avenue has been designated as medium density residential.

The area south of Atlanta Avenue encompasses a total area of 162 acres, consisting of existing mobile home parks, hotels, a golf course, a new condominium development, and a large vacant area with oil production. The coastal land use plan designates nearly 90 acres of this area for residential uses.

Approximately 18 acres of the area along PCH, on the east side of Lake Street has been designated for visitor-serving commercial uses. A portion of this area is vacant, and the portion along Pacific Coast Highway supports a restaurant and hotel. This visitor-serving area is intended to provide additional area for visitor-serving uses which will tie the downtown core area to the uses located at Beach Boulevard and Pacific Coast Highway.

The 62 acre area located between Delaware Street and Beach Boulevard is owned by the City of Huntington Beach and leased to the Huntington Beach Inn and Driftwood Mobile Home Park and Golf Course. The northern half of this site is designated for residential uses with a mobile home overlay. The rest of this area has been designated as commercial/support recreation to reflect existing uses and as a potential future site of a major commercial/recreational development to complement the City Beach. No height limit is applied to this area. The north portion of this area has been designated Residential/Conservation and the south portion of this area has been designated Commercial/Support Recreation. Development shall be permitted only pursuant to an overall development plan and subject to the following conditions:

A small wetland area has been preliminarily mapped by the Department of Fish and Game on this property. Prior to permitting any development of this parcel, the City will require the submission of topographic, vegetation, and soils information identifying the extent of any wetlands (if such exist). The information shall be prepared by qualified professionals, and shall be subject to review by the California Department of Fish and Game. If the wetland is determined by the Department of Fish and Game to be severely degraded pursuant to Sections 30233 and 30411 of the Coastal Act or if it is less than one acre in size,

other restoration options may be undertaken, pursuant to the Coastal Commission's "Statewide Interpretive Guidelines for Wetlands and other Wet Environmentally Sensitive Habitat Areas." Conservation easements, dedications or other similar mechanisms shall be required over all wetland areas as a condition of development, to assure permanent protection. Public vehicular traffic shall be prohibited in wetland areas governed by the conservation easement. Specific drainage and erosion control requirements shall be incorporated into the project design to ensure that wetland areas are not adversely affected. No further subdivision of any parcel shall be permitted which would have the effect of dividing off environmentally sensitive habitat from other portions of such parcels for which urban uses are permitted in the LUP until such time as the permanent protection of the wetland, if any, is assured.

10.4.5 BEACH BOULEVARD TO THE SANTA ANA RIVER

This area of the coastal zone encompasses approximately 618 acres between Beach Boulevard and the Santa Ana River. (Figure 4.1.)

Existing Uses:

The land uses in this part of the coastal zone are quite diverse and confusing. Much of the land between Beach Boulevard and Newland Streets is currently vacant and in a natural state. Adjacent to these natural areas and southwest of the flood control channel is a mobile home park which encompasses 36 acres and contains 306 units. At the southeast corner of the mobile home park is a travel trailer park containing 140 spaces available for rent on a daily and weekly basis. A strip of land between the mobile home park and Newland Street is partially vacant and partially developed with another smaller mobile home park. A parcel on the corner of Beach and Pacific Coast Highway is used for a boat sales establishment.

* See page 43 for additional information on building heights.

The Edison power plant lies just south of Newland Street and southwest of the County flood control channel. A narrow strip of vacant land separates the facility from Pacific Coast Highway. Another vacant natural area lies southwest of the flood control channel between the power plant and the Santa Ana River.

An 18-acre site just south of Newland Street on the other side of the flood control channel from the power plant is partially developed with light industrial facilities and a tentative tract map for additional industrial facilities has been filed with the City and approved by the Regional Coastal Commission. Adjacent to this industrial area is the 38-acre rotary mud dump. The remaining area between the flood control channel and Magnolia Street accommodates a tank farm holding fuel oil for the Edison plant.

The area between Magnolia and Brookhurst Streets inland from the flood control channel is completely developed with low density, single-family residences. The Orange County Sanitation Treatment Plant covers most of the land between Brookhurst Street and the Santa Ana River, east of the flood control channel. A narrow row of apartments and a small commercial area extend northeast from the sanitation plant site to Hamilton Avenue.

Land Use Designations

The existing General Plan designation is retained for some of the activities located in this subarea of the coastal zone. Both the Edison power plant, including the nearby tank farm, and the County sanitation treatment plant provide vital services to the regional community. The coastal plan recognizes the importance of these facilities. It retains the public, quasi-public designation for the County sanitation treatment plant, and designates the Edison plant and tank farm as conservation/energy production.

The General Plan designation for the light industrial area near the power plant is retained, again recognizing existing, or already approved, uses. The low density residential area between Magnolia and Brookhurst Streets, as well as the small medium density residential and general commercial sites along Brookhurst Street north of the sanitation plant are completely developed. The coastal plan retains existing General Plan designations.

The larger mobile home park, adjacent to the flood control channel, is currently designated medium density residential. The coastal plan retains this designation.

As discussed in Section 7, the mud dump poses special problems for planning new development because of the dikes, wet muds, and the possible presence of hazardous wastes. Until these problems are resolved, the coastal plan recognizes the existing use by designating the site as Public, Quasi-Public, Institutional. In the event new uses are proposed, any soil and contaminant problems would have to be mitigated.

The remaining land in this subarea has been redesignated as follows:

1. The area between Beach Boulevard and Newland Street is currently in planning reserve. The location of this site at the terminus of the major access route from inland areas to the beach makes it especially appropriate for visitor-serving commercial.

2. Most of the natural areas between Newland Street and Brookhurst Street which are currently in planning reserve in the General Plan have been designated industrial/energy production.
3. The area between Brookhurst Street and the Santa Ana River, currently designated planning reserve, will eventually accomodate a staging area for the Santa Ana River bike trail as well as a new alignment for the Talbert flood control channel when the Corps of Engineers completes its flood control project for the Santa Ana River. The land use plan applies a visitor-serving commerical use here to accomodate ancillary services for these active recreational pursuits. Natural areas which may be designated wetland will be protected and restored as feasible.
4. The vacant strip between the power plant and Pacific Coast Highway is currently included under the public, quasi-public designation. Presently, the only use on this site is beach-related parking during the summer. It has been redesignated to recreation to accommodate a recreational vehicle campsite, travel trailer park or other such recreational use.

10.4.6 BEACHES AND THE PIER

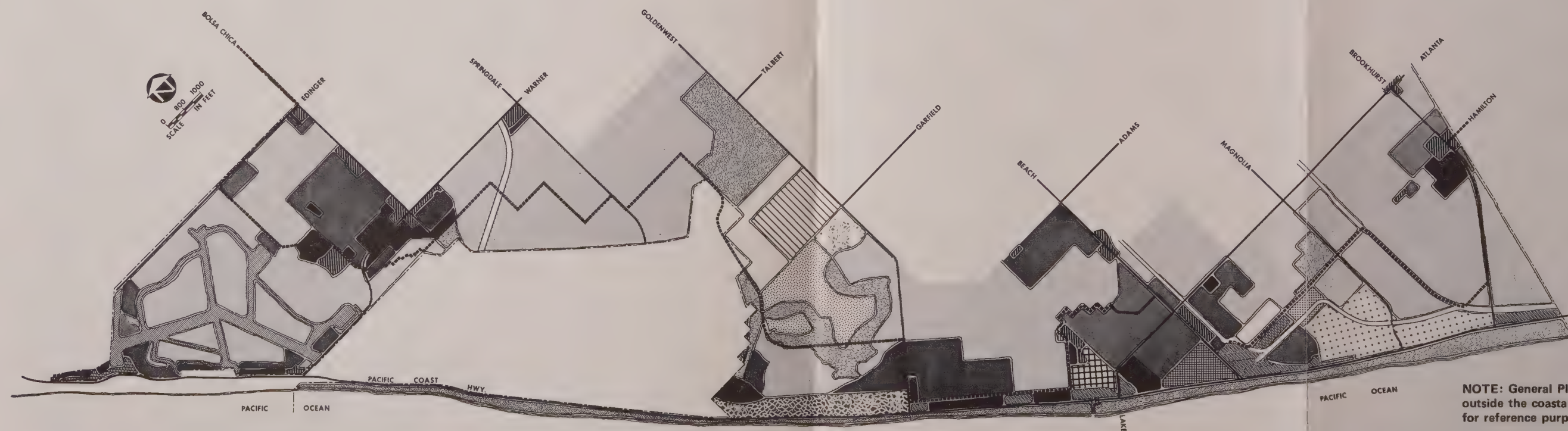
The nine miles of public beach between Warner Avenue and the Santa Ana River encompass approximately 379 acres. The beaches are used for shoreline recreation, and facilities on beaches are largely restricted to parking lots, restrooms and some concessions. Parts of the Bolsa Chica State Beach are used for oil wells and pipelines.

The existing General Plan designates the entire beach area open space. The coastal plan redesignates the beaches recreation to more accurately reflect the actual activities that occur on the beach. The Least Tern nesting site on Huntington State Beach is designated "Conservation".

The Municipal Pier and adjoining restaurant are designated as mixed development in the existing General Plan. The Pier functions primarily as a visitor-serving facility and provides a focal point for the Downtown/Main Street corridor; thus, the Pier and adjoining restaurant have been redesignated visitor-serving commercial. New buildings on the pier shall not exceed 35 feet in height measured from the surface of the pier. Public access shall be required around the entire perimeter of the pier.

Land Use Categories

- | | |
|---------------------------------|---------------------------------------|
| RESIDENTIAL | INDUSTRIAL |
| □ Estate ≤ 2un/gac | ▨ General |
| ▨ Estate ≤ 4un/gac | ▨ Resource Production |
| ▨ Low Density ≤ 7un/gac | OPEN SPACE |
| ▨ Medium Density ≤ 15un/gac | ▨ Water |
| ▨ High Density > 15un/gac | ▨ Conservation |
| COMMERCIAL | ▨ Recreation |
| ▨ General | OTHER USES |
| ▨ Visitor - Serving | ▨ Public, Quasi-Public, Institutional |
| ▨ Mixed Development | ▨ Planned Community |
| MIXED USES | ▨ Planning Reserve |
| ▨ Office/Residential | ▨ Industrial |
| ▨ Commercial/Support Recreation | ▨ Energy Production |
| | --- COASTAL ZONE BOUNDARY |



HUNTINGTON BEACH CALIFORNIA
PLANNING DIVISION

Local Coastal Program
Land Use Plan

Figure 10.10

10.5 Policies

The land use categories and map contained in the preceding section indicate locations for different kinds and intensities of land use in the coastal zone. Detailed land use information and direction, however, cannot be readily depicted on a map. Implementation of the Coastal Act also requires the adoption of policies to provide further guidance for decisions regarding activities in the coastal zone. The policies presented in this section, when taken together with the land use categories and map, constitute the City's coastal plan. It should be noted that these policies apply only to that portion of the City within the coastal zone. Full implementation of all the measures listed below will be contingent upon adequate funding.

The City's coastal policies are organized around the following issues areas:

- Recreation and Shoreline Access
- Visitor - Serving Facilities
- Visual Resources
- Water and Marine Resources/Diking, Dredging and Filling and Shoreline Structures
- Environmentally Sensitive Habitats
- Energy
- Housing
- Community Facilities

Background discussions and analyses of each of these issue areas is contained in Sections 2 through 9 of this element, respectively. One additional policy grouping, "Administration," is included in this section to address policies on intergovernmental coordination and funding.

10.5.1 RECREATION AND SHORELINE ACCESS

The coastal zone contains significant public recreation opportunities. Of great importance are the City's nine miles of beaches which provide recreational opportunities for over eight million visitors annually. Demand for recreation in the coastal zone is expected to double in the next fifteen years. In order to provide enjoyable recreation for this anticipated level of visitors and for City residents, it is important that the City preserve and protect existing recreation sites, particularly beach sand areas.

1. Provide for maximum recreational opportunities along the City and State beaches.
 - 1a. Prohibit development of permanent above-ground structures on the beach sand area with the exception of the following permitted uses:
 - Lifeguard towers and other facilities necessary for public safety
 - Public restrooms and beach concession stands when located immediately adjacent to paved parking or access areas
 - Reconstruction and expansion related to the Municipal Pier
 - Fire rings and volleyball nets
 - Bike trails, bike support facilities, and handicapped access
 - 1b. Prohibit expansion of parking facilities that would result in the loss of recreational sand area; expansion of parking facilities on Huntington State Beach between the existing parking area and Pacific Coast Highway would be permitted subject to:
 - City approval of design and landscaping plans
 - State assurance that curbs, gutters, sidewalks, transit turnouts and street lighting will be provided when improvements to this section of Pacific Coast Highway are implemented.
 - 1c. Prohibit groins, cliff retaining walls, pipelines, outfalls, and other such construction that may alter natural shoreline processes unless designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

In addition to preserving the existing amount of space available for recreational use, the City shall also encourage the provision of additional recreation areas and facilities in the coastal zone:

2. Protect encourage and where feasible provide a variety of recreation facilities which provide opportunities for all income groups.
 - 2a. Provide opportunities for recreational fishing and support facilities on the Huntington Beach Pier.

- 2b. Require that any plans for restoration or replacement of the Municipal Pier include the following provisions:
- Areas for recreational fishing and support facilities
 - Unobstructed public views seaward from the end of the Pier
 - Significant opportunities for unobstructed public views of the ocean and shoreline
 - Pedestrian access as the primary mode of circulation on the Pier
 - A minimum of 50 percent of the total area of the Pier as public open space
- 2c. Support the development of the Bolsa Chica linear park and the implementation of a continuous trail system from Huntington Central Park to the beach along the perimeter of the Bolsa Chica; establish an implementation plan for the Bolsa Chica linear park in cooperation with the County of Orange.
- 2d. Support recreational facilities in the Bolsa Chica Linear Park that:
- Emphasize a low intensity character for that portion of the park within the city's coastal zone.
 - Locate any higher intensity uses in nodes consistent with adjacent areas.
 - Limit aboveground structures to support facilities such as restrooms, picnic tables and bike racks.
 - Site all uses so as to preserve views to the adjacent Bolsa Chica.
- 2e. Pursue implementation of a bike trail from the Pier to the southern edge of the Bolsa Chica State Beach parking lot in order to provide a continuous bike trail along the beach within the City.
- 2f. Provide additional bike racks to encourage the use of City and State beaches as a destination point for bicyclists, and encourage the State to do the same.
- 2g. Actively pursue county, State and federal funding for coastal projects including:
- Renovation of the Huntington Beach Municipal Pier.
 - Provision of nature walks and other educational opportunities in environmentally sensitive habitats where compatible.
 - Development of the Bolsa Chica linear park.
- 2h. Encourage the provision of public boating support facilities compatible with surrounding land uses and water quality.
- 2i. Encourage additional dry storage areas for boats in industrial areas zoned M1.

- 2j. Establish the responsibility for maintenance prior to approval of a marina or other major recreational facility.
- 2k. Encourage privately-owned recreation facilities to be open to the public.
- 2l. Encourage, where feasible, facilities and programs which increase and enhance public recreational opportunities in Huntington Harbour.

Because the City bears many local impacts associated with intense beach recreation, it is important that local costs and concerns are addressed by the State in any development of both Bolsa Chica and Huntington State Beaches. The following policies address development of State beaches, in general, and the specific plans by the State to upgrade Huntington State Beach in the near future:

- 3. Ensure local interests and concerns are included in State and regional recreation planning.
 - 3a. Require review and approval by the City of final development plans prior to permitting any additional development on the State beaches.
 - 3b. Prior to permitting any additional development on Huntington State Beach require:
 - Review and approval by the City of final landscape and architectural plans.
 - Location of new facilities and landscaping in a manner that minimizes public view blockage and that enhances visually degraded areas.
 - Location of new facilities in a manner that maximizes the area of beach sand available for recreational use.
 - Location of comfort stations within or adjacent to parking facilities.
 - Provision of drop-off and turn-around facilities for public transit.
 - Provision of bus parking areas.
 - Removal of the existing chain link fence; City review and approval of the location, design and materials of any fencing necessary for safety purposes.
 - Access provisions for early beach users.

Direct physical access to the City's shoreline is provided by its nine miles of public beach. With the exception of the residential development just north of the Municipal Pier, no major structures exist between the ocean and Pacific Coast Highway which significantly prevent public access. Thus the following access policies focus on: 1) increasing the safety of beach access (e.g., crossing Pacific Coast Highway and traversing the bluffs just north of Ninth Street), 2) increasing public awareness of access opportunities in the coastal zone, and 3) increasing public access opportunities in Huntington Harbour.

4. Provide public access to coastal resources when possible.

4a.

(1) Require an offer of dedication of an easement in all new development to allow vertical access to the shoreline or to public recreation areas or to public trails and bikeways unless:

- Adequate access exists nearby or is proposed by the land use plan within 1000 feet; or
- Access at the site would significantly degrade environmentally sensitive habitat areas; or
- Findings are made, consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected; or
- The parcel is too narrow for an adequate privacy buffer separating the accessway from the existing residence and would therefore adversely affect the privacy of the property owner. The following guideline shall be used in determining adequate privacy buffers: There should be at least 15 feet between the existing residence and the side yard property line for an adequate buffer.

Offers of dedication for vertical access in accordance with policy 4a shall be provided only to sandy beaches and recreation areas and in conjunction with development on vacant parcels, replacement of existing structures or in commercial projects.

These exceptions shall not apply to the Pacific Electric right-of-way.

(2) Require an offer for dedication of an easement in all new development to allow lateral access along the shoreline public recreation areas or to public trails and bikeways unless:

- Findings are made consistent with Section 30212 of the Coastal Act that access is inconsistent with public safety, military security needs, or that agriculture would be adversely affected; or,
- Access at the site would significantly degrade environmentally sensitive habitat areas; or
- The parcel is too narrow for an adequate privacy buffer separating the lateral accessway from an existing residence. The following guideline shall be used in determining adequate privacy buffers: There must be at least 15 feet between an existing residence, patio cover or pool and the shoreline in order to accommodate both an accessway and the privacy buffer.

These exceptions shall not apply to the Pacific Electric right-of-way.

An offer of dedication for lateral access in accordance with policy 4a shall be required only in conjunction with new development on vacant parcels and along all sandy beach areas. In existing developed residential areas which do not front a sandy beach area, access will generally only be required where it can be accomplished with the privacy standards established above. Access to the bulkhead areas of Huntington Harbour is generally not appropriate, because in most cases it cannot be provided consistent with privacy standards. However, there may be situations where access to and along the bulkhead is appropriate. Where a parcel is large enough to provide public access consistent with the privacy standards in new development, access along the bulkhead may be appropriate, particularly if public use areas such as fishing piers can be reached or provided in new development through such accessways.

- (3) In no case shall development in any way diminish or interfere with the public's right of access to the sea where acquired through use or legislative authorization.
- (4) The City shall accept offers of dedication for access consistent with its ability to assume maintenance and liability. If not accepted by the City, offers of dedication for access may be accepted by any other public agencies or private association, provided that any association or agency which proposes to accept accessways must be able to assume maintenance and operation of such accessway prior to opening it to the public.

These exceptions shall not apply to the Pacific Electric Right-of-Way.

- 4b. Analyze the impact of current and projected recreation traffic on the City's circulation system.
- 4c. Promote safe pedestrian access to the beach from the inland side of Pacific Coast Highway.
- 4d. Initiate cooperative planning efforts with the State Parks and Recreation Department and affected private parties and pursue funding to develop a pedestrian access program from Pacific Coast Highway to the beach in the area from Ninth Street north to the southern edge of the Bolsa Chica State Beach parking lot.
- 4f. Establish a signing program which will identify public accessways, bikeways, recreation areas and vista points throughout the coastal zone.

- 4g. Preserve and where possible, provide additional public access to the Huntington Harbour waterways; assemble for public information the full legal documentation to identify the public rights-of-way, ownership and other agreements concerning the Huntington Harbour channels including applicable homeowners association deed restrictions.
- 4h. Promote public access to coastal wetlands for limited nature study, passive recreation and other low intensity uses compatible with the sensitive nature of these areas.
- 4i. Pursue local, State and federal funding to provide and maintain boardwalks, peripheral trails, interpretive exhibits and other educational facilities in coastal wetlands.

10.5.2 VISITOR SERVING FACILITIES

Additional support facilities are necessary in order to accommodate the large numbers of visitors attracted to recreation areas in the coastal zone. The coastal land use plan is designed to provide for sufficient areas strategically located to serve the needs of existing and future levels of visitors. The intent of the following policies is to specifically encourage adequate visitor accommodations.

5. Protect, encourage, and where feasible provide visitor serving facilities in the coastal zone which are varied in type and price.
 - 5a. Encourage the provision of additional restaurants and hotel/motel accommodations in keeping with the alternative chosen by the City Council.
 - 5b. Encourage additional overnight R.V. camping facilities, adequately screened, in the recreation areas on both sides of Newland Street near Pacific Coast Highway and on the State beach parking lots during the winter months.
 - 5c. Establish as a continuing program the dual use of the City beach parking lots for recreational vehicle camping during winter months.

10.5.3 VISUAL RESOURCES

The coastal zone contains significant visual amenities, including the ocean and shoreline, natural bluffs, wetland areas and mature trees. Public views to these visual features in the coastal zone are "resources" in themselves. New development can disrupt and destroy visual resources and public views. The following policies focus on protecting and enhancing existing visual amenities in the coastal zone primarily through regulation of the location and design of new development:

6. Preserve and enhance visual resources within the coastal zone.
 - 6a. Ensure new development within the coastal zone includes the features listed below and establish review procedures for implementation.
 - Preservation of public views to and from bluffs, to the shoreline and ocean, and to wetlands.
 - Conservation of energy and facilitation of public transit through design and siting.
 - Adequate landscaping and vegetation.
 - Evaluation of project design regarding visual impact.
 - 6b. Prohibit any alteration of the natural landform of the bluffs seaward of Pacific Coast Highway including grading and the development of parking lots; alterations necessary for development of public trails and stabilization of bluffs may be permitted subject to City approval.

- 6c. Prohibit development along the bluffs rising up to the Bolsa Chica mesa (within the City's jurisdiction) which will alter the natural landform or threaten the stability of the bluffs.
- 6d. Encourage cluster development in areas designated for residential use within the coastal zone.
- 6e. Prohibit new billboards within the coastal zone.
- 6f. Establish special regulations for the coastal zone for on-premise signs which may include but will not be limited to:
 - Prohibition of signs which do not display information related to an activity, service or commodity available on the premises.
 - Limits to the height, size, design and materials of signs.
 - Prohibition of roof-top signs.
 - Restrictions on the use of lights and moving parts in signs.
 - Enforcement of maintenance controls.
- 6g. To the maximum extent feasible, require the preservation of existing mature trees within the coastal zone.
- 6h. Pursue funding to:
 - Identify entry points to the coast and develop scenic entry markers to strengthen the visual relationship of the City to its beaches; and
 - Establish a coordinated theme and implement design standards for public signing in the coastal zone.
- 6i. Pursue the establishment of Pacific Coast Highway as a State Scenic Highway.
- 6j. Adopt a zoning ordinance which contains regulations adequate to achieve State Scenic Highway status for Pacific Coast Highway.
- 6k. Establish landscaping ordinances/guidelines specifying vegetation types for the coastal area.

Maintaining and protecting existing visual amenities is a high priority in the coastal plan. There is also need, however, to improve visually degraded areas. The intent of the following policies is to improve the appearance of the coastal zone through various means including screening, landscaping and/or removal of visually degrading facilities.

- 7. Improve the appearance of visually degraded areas.

- 7a. Promote the screening of uses that detract from the scenic quality of the coast along public rights-of-way and within public view.
- 7b. Promote a cooperative agreement between the City and the State to landscape parking areas along the State beaches.
- 7c. Require the removal of all existing billboards along Pacific Coast Highway within five years of certification of the LCP.
- 7d. Consider the following priority within the coastal zone for undergrounding of overhead utility and telephone lines, in accordance with the rules and regulations of the California Public Utilities Commission.
 - (1) Pacific Coast Highway
 - (2) Beach Boulevard, Adams Street to Pacific Coast Highway.
 - (3) Brookhurst Street from Hamilton Avenue to Pacific Coast Highway.
 - (4) Magnolia Street from Hamilton Avenue to Pacific Coast Highway.
 - (5) Goldenwest Street from Huntington Central Park to Pacific Coast Highway.
- 7e. Investigate the feasibility of rerouting or undergrounding transmission lines which currently traverse wetlands.
- 7f. Develop a report to the City Council on the litter problem in the coastal zone particularly the Beach Boulevard to Santa Ana River mouth area. This report should include:
 - Identification of the causes and extent of the litter problem in the coastal zone.
 - Establishment of responsibility for litter control.
 - Proposed actions to improve litter cleanup.
 - Identification of sources of federal and State funding for litter control.
- 7g. Where feasible, require landscaped medians along Pacific Coast Highway prior to permitting any major improvements which would increase the capacity of the highway.

10.5.4 WATER AND MARINE RESOURCES

The Coastal Act requires that marine resources be maintained, enhanced and where feasible, restored. The coastal zone's groundwater basins, wetlands and surface waters are continually impacted by pollutants normally associated with urban activities and land uses. New development adjacent to coastal waters and wetlands can pose additional threats to the quality of marine resources, especially if diking, dredging or filling activities are involved. The intent of the following policies is to prevent the degradation of marine resources in the coastal zone due to activities associated with an urban environment:

8. Promote measures to mitigate the adverse impacts of human activities on marine organisms and the marine environment.
 - 8a. Require that development plans include mitigation measures to prevent the degradation of water quality of groundwater basins, wetlands, or surface water.
 - 8b. Require containment curtains around waterfront construction projects on inland waterways to control drift of turbid waters.
 - 8c. Investigate the feasibility of requiring additional water conservation measures for new development to reduce waste water flow.
 - 8d. Prior to approval of any new or expanded outfalls, encourage the provision of mitigation measures to minimize damage to marine organisms in accordance with State and federal law.
 - 8e. Prior to approval of any new or expanded seawater pumping facilities, encourage the provision of maximum feasible mitigation measures to minimize damage to marine organisms due to entrainment in accordance with State and federal law.
 - 8f. Limit diking, dredging, and filling of coastal waters, wetlands, and estuaries to the specific activities outlined in Section 30233 and 30607.1 of the Coastal Act and to those activities required for the restoration, maintenance, and/or repair of the Municipal Pier; conduct any diking, dredging and filling activities in a manner that is consistent with Section 30233 and 30607.1 of the Coastal Act.
 - 8g. Support the Orange County Water District's Barrier Wells project.
 - 8h. Assess the adequacy of the existing water quality monitoring and, if found inadequate, establish a more effective program.
 - 8i. If it is determined that water quality in Huntington Harbour is below acceptable quality, establish improvement measures such as requiring boat pumpout or holding tank facilities in existing development.
 - 8j. If monitoring data indicate low dissolved oxygen conditions in Huntington Harbour channels, develop mitigation measures such as a system of aeration devices.
 - 8k. Require that new development employ catch basins and storm drains with baffled compartments where uncontrolled drainage could damage sensitive areas.

10.5.5 ENVIRONMENTALLY SENSITIVE HABITATS

Coastal Act policies clearly restrict uses and activities that are to be allowed in wetland areas. The City implements these Coastal Act policies primarily through its designation of all wetland areas in the coastal zone as Conservation. Coastal Act policy also requires that environmentally sensitive habitats be protected against the detrimental impacts of new development when proposed adjacent to these areas. The intent of the following policies is to provide for this protection:

9. Preserve and enhance environmentally sensitive habitats including the Bolsa Chica which is within the sphere of influence of the City of Huntington Beach.

9a. Approve only that development adjacent to wetlands and environmentally sensitive habitat areas that does not significantly degrade habitat values and which is compatible with the continuance of the habitat.

9b. Require new development contiguous to wetland or environmentally sensitive habitat areas to include buffers which will consist of a minimum of one hundred foot setback from the landward edge of the wetland where possible. If existing development or site configuration precludes a 100 foot buffer, the buffer shall be established according to the factors listed in Policy 9c and shall be reviewed by the Department of Fish and Game.

In case of substantial development or significantly increased human impacts, a wider buffer may be required in accordance with an analysis of the factors in Policy 9c.

9c. Develop specifications for buffers taking into consideration the following factors:

- Biological Significance of Adjacent Lands. The buffer should be sufficiently wide to protect the functional relationship between wetland and adjacent upland.
- Sensitivity of Species to Disturbance. The buffer should be sufficiently wide to ensure that the most sensitive species will not be disturbed significantly by permitted development, based on habitat requirements of both resident and migratory species and the short- and long-term adaptability of various species to human disturbance.
- Susceptibility of Parcel to Erosion. The buffer should be sufficiently wide to allow for interception of any additional material eroded as a result of the proposed development based on soil and vegetative characteristics, slope and runoff characteristics, and impervious surface coverage.

- Use of Existing Cultural Features to Locate Buffer Zones. Where feasible, development should be located on the side of roads, dikes, irrigation canals, flood control channels, etc., away from the environmentally sensitive habitat area.
- 9d. Establish a procedure to notify State and Federal agencies having regulatory authority in wetlands and other environmentally sensitive habitats when development projects in and adjacent to such areas are submitted to the City.
- 9e. Prohibit all uses within the Least Tern nesting site on Huntington State Beach except those related to habitat restoration. Prohibit fill in any wetland areas for the purpose of road construction, except for roads required to serve uses allowed in wetlands pursuant to and consistent with Sections 30260-30264 for coastal dependent and energy uses. Also, if a project were approved pursuant to and consistent with Section 30233(a)(3), and a road was part of the approved project, such road would be permitted in portions of the severely degraded wetland where development is permitted. Any roads governed by this policy shall be limited to necessary access roads appurtenant to the facility, and shall be permitted only where there is no feasible less environmentally damaging alternative and where feasibility mitigation measures have been provided.

Although excluded from urban development, wetland areas can be of value to the City by providing significant visual and recreational amenities to the local community. However, the wetlands in Huntington Beach will require improvements before their potential is realized. The following policies provide a strategy for enhancing the biological and aesthetic quality of these areas:

10. Promote the improvement of the biological productivity and appearance of wetland habitats.
- 10a. Promote the reestablishment of tidal flushing in wetland areas.
- 10b. Promote the participation of County, State and federal agencies in the enhancement and maintenance of environmentally sensitive habitats by actively pursuing funding from the California Coastal Conservancy and other State and federal agencies to develop and maintain landscaped buffer areas around the edge of the wetlands.

10c. Require that agencies involved in the enhancement of wetlands:

- site and design culverts to insure against the risk of flood damage to adjacent property, and
- develop a contingency plan to protect environmentally sensitive habitats in the event of spills of toxic and other harmful substances into the flood control channels.

10d. Request that the Orange County Flood Control District improve the Huntington Beach and Talbert Flood Control Channel embankments from Beach Boulevard to the Santa Ana River with plantings of native plant species to enhance wildlife diversity and visual appearance in the wetland areas.

10.5.6 ENERGY

Most energy facilities serve greater-than-local communities. Many also involve highly technical processes which local governments cannot continually monitor and evaluate. For both of these reasons, regulation over many energy issues has passed from the local government to State and federal agencies.

Nonetheless, energy facilities can profoundly affect the community in which they locate. The City has a stake, consequently, in participating in decisions about energy issues which affect Huntington Beach.

The following policies are intended to enable the City to monitor those issues which affect its interests, and to act more effectively with other agencies in promoting the beneficial effects of energy activities and mitigating their adverse impacts.

11. Establish the interaction and coordination with other levels of government as a City function for energy-related issues affecting the City of Huntington Beach; promote better coordination among city departments.
 - 11a. Identify more completely the State and federal agencies with control or influence over energy issues and the role each plays in resolving those issues.
 - 11b. Identify the opportunities for local input in the planning and decision-making processes of State and federal agencies involved with energy issues.
 - 11c. Monitor energy activities that could affect Huntington Beach by 1) joining mailing lists of relevant State and federal agencies, 2) commenting on EIR's, EIS's, call-for-nominations for OCS tract selections and other reviews, 3) periodically meeting with major energy companies in the City.
 - 11d. Inventory and review existing oil spill plans and identify the role of the municipality (if any) in each.

- 11e. Cooperate with the U.S. Coast Guard in the Local Response Team by providing personnel and equipment in an oil spill emergency.
- 11f. Support efforts of the U.S. Geological Survey and by the State Division of Oil and Gas to ensure the safety of oil extraction and related activities onshore and offshore.
- 11g. Support efforts by the U.S. Coast Guard and the Army Corps of Engineers to protect marine traffic safety while accommodating offshore oil development.
- 11h. Amend the Oil Code and related zoning ordinances, if necessary, to incorporate provisions for the retention of access to underground oil reserves in new surface developments.
- 11i. Promote increased coordination among municipal departments charged with different aspects of energy planning and regulation, and establish a common data base for all departments involved with energy issues.
- 11j. Identify the location, status and ownership of all wells and tanks in the City; account for discrepancies between State and City records regarding number, location and status of wells.

Huntington Beach has traditionally played an important role in supplying energy to this region. The importance of energy to the local community as well as to the State and nation argues that these vital energy facilities be accommodated in the future and that new technology which increases energy supplies or makes them less expensive, should be encouraged. At the same time, the City must consider adverse impacts on the environment and on the public welfare, and must balance energy goals with other goals, especially in the coastal zone. The following policy addresses this concern:

- 12. Encourage the production of energy resources as efficiently as possible with minimal adverse impacts.
 - 12a. Support the research, development and application of new energy technologies so long as public health, safety and welfare are not jeopardized and environmental impacts are mitigated to the maximum possible extent.
 - 12b. As part of the permit process, require the mitigation of adverse impacts from new technologies employed in electricity generation to the maximum extent feasible.
 - 12c. Encourage unitization and consolidation of existing oil operations and require the consolidation of new or expanded operations in accordance with policy 13a to the maximum extent feasible and legally permissible when such activities (1) reduce the area used for oil facilities, (2) are not more environmentally disruptive than existing arrangements and (3) do not jeopardize public health, safety or welfare.

- 12d. Utilize the oil suffixes to ensure that coastal dependent energy extraction is accommodated in areas designated other than "resource production," except for environmentally sensitive habitat areas.
- 12e. Update the City Oil Code to include consideration of "enhanced" oil recovery activities and to ensure the evaluation of impacts different from those associated with conventional extraction.
- 12f. Study advanced recovery methods likely to be employed in the Huntington Beach field and their potential impacts; consider establishing a permitting system for these new activities.
- 12g. Review the City Oil Code to determine the adequacy of measures to protect public safety; modify the Oil Code, if necessary, to adequately protect public safety.
- 12h. Review monitoring and enforcement of the City Oil Code and Noise Ordinance as related to energy operations to determine their effectiveness in regulating energy operations, and where necessary adopt improvements.
- 12i. Evaluate spill plans to see if they recognize especially sensitive areas in the City, including Huntington Harbor, the wetlands, the Santa Ana River mouth and the Least Tern Nesting Area, and if they include measures to protect these in case of a major spill; petition relevant agencies to amend spill plans if the plans lack such measures.
- 12j. Determine whether existing requirements for oil spill plans are adequate to protect public health, safety and welfare in Huntington Beach; modify the Oil Code, if necessary, to ensure such protection from spills.
- 12k. Review the tank farms and the surrounding areas to evaluate possible impacts in case of dike system failure; develop an emergency evacuation plan specifically for the areas adjacent to the tank farms if such a plan is necessary.
- 12l. Investigate the possibility of obtaining funding or compensation for activities related to the prevention, monitoring and clean-up of oil spills.
- 12m. Promote the use of solar energy and encourage energy conservation.
- 12n. Inventory existing credits and incentives regarding solar energy and conservation available to individuals, businesses and the City from State and federal governments and make this information available to the public.

- 12o. Encourage development of new methods to conserve energy such as 1) solar access and orientation, (2) solar water heating requirements for new developments, (3) the limited use of conventional fuels for heating swimming pools, (4) requirements for "weatherization" and other minimum conservation measures, and (5) energy audits of buildings at time of deed transfer.

Considering how vital reliable energy sources are to the region and the nation, the City should encourage future oil production and new energy technology so long as critical environmental and public welfare considerations are protected. Existing and new oil facilities should be encouraged to consolidate where feasible to help reduce the amount of land used for oil activities:

13. Plan for new energy production facilities in order to maximize efficiency and minimize their adverse impacts on coastal resources.
- 13a. Adopt the following priority for siting new oil-related facilities, provided that in each case (a) the new activities are adequately screened and buffered from surrounding uses, (b) adverse environmental impacts are mitigated to the maximum extent feasible, (c) the activities do not jeopardize public health, safety or welfare, and (d) there is no other feasible location which is less environmentally damaging or less disruptive of significant social, aesthetic or economic concerns.
- (1) existing consolidated islands (including the entire Aminoil lease)
 - (2) new consolidated islands
 - (3) existing oil parcels
 - (4) new parcels outside the coastal zone
 - (5) new parcels within the coastal zone
- 13b. Encourage the use of excess capacity of existing facilities; approve construction of new separation and treatment facilities only if it is infeasible to utilize the excess capacity of existing facilities and is consistent with the resource protection policies contained in this plan.
- 13c. Encourage the phase-out of existing wells on the oceanside of Pacific Coast Highway; approve no new onshore wells or redrilling on the oceanside of Pacific Coast Highway unless all of the following conditions are met (1) the resources are not recoverable from any other onshore location or existing platform, (2) the site is improved to become compatible with recreation uses of the beach, (3) public health, safety and welfare are not jeopardized, (4) adverse environmental impacts are mitigated to the maximum extent feasible, (5) the net overall impact of oil production facilities on visual resources is improved, and (6) safe access to the beach is provided.

- 13d. Review the expansion of existing tanker unloading operations to determine whether there is an increased threat posed to recreational activities and sensitive habitats in the area.
- 13e. Encourage the use of pipelines rather than tankers, where feasible, to transport offshore oil and gas to shore.
- 13f. Discourage new marine terminals from locating in Huntington Beach.
- 13g. As part of the permit process, require that a survey be conducted along the route of any new pipeline in the coastal zone to determine what, if any, coastal resources may be impacted by construction and operation of the pipeline.
- 13h. Require the routes of new pipelines and transmission lines to avoid important coastal resources, including recreation areas and sensitive habitats, to the maximum extent feasible; pipelines which cannot be routed to avoid such areas shall be constructed and maintained in ways that minimize the impacts from spills or leaks to the maximum extent feasible; appropriate cleanup and spill prevention measures shall be included in a spill contingency plan.
- 13i. Require automatic shutoff valves to isolate segments of pipelines carrying hazardous liquids passing through important coastal resource areas, including recreation, sensitive habitat and archaeological areas.
- 13j. As part of the permit process, require the mitigation of erosion in the siting and construction of new pipelines.
- 13k. Prohibit the use of chemical herbicides during pipeline construction.
- 13l. Encourage new transmission line corridors to be consolidated with existing electrical transmission corridors, where feasible, unless there are overriding technical constraints or significant social, aesthetic, environmental or economic concerns.
- 13m. Require new pipelines including offshore to onshore lines to be consolidated in existing pipeline corridors, where feasible, unless there are overriding technical constraints or significant social, aesthetic, environmental or economic concerns.
- 13n. As part of the permit process, require mitigation measures to repair scarring, grading or other vegetative removal resulting from transmission line or pipeline installation or maintenance through methods including but not limited to spreading topsoil removed in pipeline trenching over the surface of the construction area; affected areas are to be revegetated with plants similar to those in the area.

As land near the coast continues to be developed, other land uses will be pressed closer to oil activities. The intent of the following policies is to ensure the compatibility among different activities on safety and aesthetic criteria:

14. Promote compatibility of oil and other energy-related activities with surrounding uses to the maximum extent feasible.
 - 14a. Review and modify the Oil Code, if necessary, to include measures such as additional requirements regarding fencing, planting and landscaping to ensure aesthetic and environmental compatibility between oil activities and other uses.
 - 14b. Pursue strategies with the State and the oil companies to improve the appearance of existing oil wells and related facilities on the ocean side of Pacific Coast Highway.
 - 14c. Before permitting any expansion of the Edison power plant, require development of a comprehensive screening plan with appropriate landscaping which meets the standard of State agencies having jurisdiction over such expansion.
 - 14d. Encourage comprehensive planning for new uses on large oil parcels; discourage piece-meal recycling of oil parcels.
 - 14e. Encourage dual-uses of oil field surface areas so long as (1) new uses and oil activities are compatible, and (2) access to underground zones can be accommodated by the new use.
 - 14f. Encourage the conversion of the rotary mud dump on Hamilton and Magnolia to new uses if the contents of the dump are found not to be dangerous to public health, safety and welfare, or if all harmful deposits are decontaminated.
 - 14g. As part of the existing environmental review process, require a chemical analysis of the contents of the rotary mud dump, a geological study of the site and necessary mitigation measures before allowing new uses on the rotary mud dump.
 - 14h. Encourage screening of existing Edison power plant facilities via planting of trees and shrubs; pursue strategies to this end with Southern California Edison.

10.5.7 HOUSING

The City's adopted Housing Element to the General Plan identifies and documents housing needs and establishes a program to address such housing needs. It is the basic document which guides housing development throughout the city, including the coastal zone.

However, the Housing Element does not automatically meet all the requirements of the Coastal Act. Thus, more specific policies related to the coastal zone have been included in this plan while the Housing Element policies which established overall direction have been incorporated by reference.

15. Promote adequate housing opportunities within the coastal zone for all income groups.
 - 15a. Incorporate the City's Housing Element as representing the major portion of the housing component of the LCP and adopt the following additional policies which shall apply to the Huntington Beach Coastal Zone:
 - 15b. Investigate the feasibility of implementing an expanded grant program for low- and moderate-income housing rehabilitation, including mobile homes.
 - 15c. Coordinate with the Orange County Housing Authority and local housing proponents (builders, real estate board members, lender, consumers) to develop a program to provide for continued affordability for all low and moderate income units resulting from inclusionary and replacement policies.
 - 15d. Encourage the retention of existing numbers of mobile homes and investigate areas for potential new mobile home zoning.
 - 15e. Unrestricted conversion of mobile home parks to other uses diminishes mobile home stock and space availability. The City will develop ordinances which will include, but not be limited to, ensurance that any displaced mobile homes within the coastal zone will be accommodated within the City of Huntington Beach; that the conversion will not result in the displacement of low income individuals or households; that such conversion will not result in a shortage of housing opportunities and choices; and that there be a mechanism for reimbursement of relocation costs.
 - 15f. Require that 20 percent of all new residential projects of 20 or more units be affordable to low and moderate income households as defined by the City's Housing Element. The developer shall have the option to provide the affordable units within or outside the coastal zone. New residential developments of less than 20 units may pay a "per-unit" fee in lieu of 20 percent of the project being affordable to low and moderate income households; rental units are excluded from the requirements of this policy; smaller projects of ten or less units will be excluded from the provisions of this policy.

10.5.8 COMMUNITY FACILITIES

A prerequisite to any development in the coastal zone is the provision of adequate community facilities. Public works facilities in the coastal zone are for the most part adequate to service the level of development proposed in the coastal land use plan. Some deficiencies, however, have been identified as discussed in Section 9.

Deficiencies in the City's sewage, water and drainage systems can be corrected most efficiently by capital improvements which, in some cases, are already planned or under construction. With respect to the circulation system, capital improvements are not necessarily the most efficient means of insuring adequate capacity for future traffic levels in the coastal zone. In addition to providing for new or extended streets where necessary the City also encourages more efficient use of existing streets through traffic distribution and increased reliance on mass transit. The following policies emphasize the City's commitment to insuring adequate support facilities for new development:

16. Promote the provision of adequate community facilities within the coastal zone.
 - 16a. Prior to issuance of a development entitlement, the City shall make the finding that adequate services (i.e., water, sewer, roads, etc.) can be provided to serve the proposed development, consistent with policies contained in the plan, at the time of occupancy.
 - 16b. Pursue funding for projects to correct existing deficiencies in community facility systems in the coastal zone.
 - 16c. Pursuant to the Bolsa Chica linear park agreement, establish the conceptual alignments for:
 - Edwards - 38th Street
 - Ellis Avenue
 - Garfield Avenue
 - 16d. Emphasize the following corridors, with signing, to facilitate beach traffic:
 - Bolsa Chica Street to Warner Avenue to Pacific Coast Highway.
 - Goldenwest Street
 - Beach Boulevard
 - Magnolia Street
 - Brookhurst Street
 - 16e. Study alternative mechanisms for improving parking in Downtown.
 - 16f. Determine the existing and potential demand for public transit service at major destination points within the coastal zone and promote increased service through cooperation with O.C.T.D.
 - 16g. In serving additional recreational traffic demand, place primary emphasis on facilitating public transit.

- 16h. Encourage the development of a transportation center in the coastal zone which will be:
 - Located to serve local commuter and recreational traffic.
 - Convenient to concentrations of people.
 - Sited to minimize adverse impacts on adjacent uses.
- 16i. Preserve the Pacific Electric right-of-way parallel to Lake Street within the coastal zone as a transit corridor.
- 16j. Encourage the use of parking areas outside the coastal zone for passenger cars and the development of alternate transportation modes for beach users.
- 16k. Work with OCTD for the development of a transportation center within the coastal zone.
- 16l. Ensure that adequate parking is provided in all new development in the coastal zone utilizing one or a combination of the following:
 - Apply the City's parking standards at a minimum.
 - Develop parking assessment districts to build off-site parking structures.
 - Utilize new parking standards specific to the Coastal Zone in conjunction with the development of off-site parking strategies.
- 16m. Promote the increased capacity of Pacific Coast Highway if necessary to improve circulation and safety in the coastal zone.

10.5.9 HAZARDS

"Incorporate the policies of the City's Seismic-Safety Element as the major component of the L.C.P. addressing hazards in the Coastal zone."

10.5.10 ADMINISTRATION

The coastal zone contains resources and provides opportunities for many activities that serve larger-than-local needs. In providing for these "regional" needs, the City often incurs costs or negative impacts to the local community. In some cases, areas of the coastal zone, such as the State beaches, are owned and/or operated by outside public agencies. The plans and projects of jurisdictions outside of but adjacent to the coastal zone can also have significant impacts on coastal resources. The intent of the following policy is to provide for formal cooperation among adjacent jurisdictions and other public agencies whose actions may have significant impacts on coastal zone resources and planning efforts. Other coordination policies regarding specific coastal resources have been included in previous policy sections.

- 18. Establish a staff coordinating committee of representatives from planning, public works and community services to coordinate and cooperate with adjacent jurisdictions and other public agencies in developing and reviewing plans affecting the Huntington Beach coastal zone and adjacent areas. Such committee shall review plans and provide comments and recommendations for:

- Bolsa Chica
- Huntington and Bolsa Chica State Beach
- Santa Ana River Flood Control Project
- Other related projects

"Incorporate the policies of the City's Seismic-Safety Element as the major component of the L.C.P. addressing hazards in the Coastal zone."

NEXT STEPS in COASTAL PLANNING



section 11

11. Next Steps in Coastal Planning

The completion of this element represents one step in the City's ongoing local coastal planning process. Before this element can be considered complete, however, it must be approved by both the City and the Coastal Commission. The element will first be reviewed by the City Planning Commission, where it will be subject to public hearing. Upon approval, the document will be forwarded to City Council and will be subject to additional public hearing. Following adoption by the City Council, it will be submitted to the Regional Coastal Commission which must either approve or disapprove the element in whole or part within 90 days after submittal. The Regional Commission will approve the element if it meets the requirements of and is in conformity with the policies contained in Chapter Three of the Coastal Act. If approved, the element will be forwarded to the State Commission for certification. If disapproved, the City can revise the plan and resubmit it to the Regional Commission or appeal the decision to the State Commission.

After an element or an appeal has been submitted to it, the State Commission has 45 days to determine, after a public hearing, whether it concurs with the decision of the Regional Commission. If no substantial area of disagreement is found, the decision of the Regional Commission stands. If the State Commission determines a substantial issue is raised, it must, within 60 days of receipt of the plan, either refuse certification or certify the plan, in whole or in part. If refused, the land use plan may be revised and resubmitted directly to the State Commission for certification.

Certification of the Coastal Element will represent the completion of the second major phase of the City's three-part local coastal program. The City is now preparing a work program outlining the tasks which will be necessary to implement the land use plan and the policies contained in the Coastal Element. As soon as this work program is approved and funds are authorized by the Coastal Commission, the City will begin Phase III of its Local Coastal Program.

Phase III will include the development or amendment of zoning ordinances, district maps, and where required, implementing actions to carry out the intent of the Coastal Element. The zoning ordinances developed in Phase III will depend on the structure of existing ordinances and the type of ordinances necessary to effectively implement the land use plan. Traditional use zoning will be utilized in conjunction with other approaches which may offer greater flexibility, such as planned unit developments, performance standards and overlay zones.

The zoning documents and implementing actions in Phase III must be certified by the Coastal Commission in the same manner as the Coastal Element. Certification of the zoning documents will complete the City's Local Coastal Program, and the City will then assume responsibility for administering coastal development permits within its coastal zone. The State Coastal Commission will hear only limited appeals from local permit decisions. Developments, including State and federal actions, are to be allowed only if they conform with the City's Local Coastal Program.

City assumption of development control will mark the beginning of Phase IV--orderly development with attention to resource protection, public access and the preservation of the coastal environment for future generations.

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